

# WARM AIR 29 May 2021

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday	Instructing: Steve Wallace
	Towing: Rex Carswell
	Duty Pilot Emilio Leal Schwemke
Sunday	Instructing: Ray Burns
	Towing: Derry Belcher
	Duty Pilot Rebekah McMillian

### MEMBERS NEWS

#### SATURDAY

Andrew Fletcher "DASH" reports

I arrived early due to dropping off my youngest at work at 0745 in Takapuna, I picked up the key and radio and then had a nice breakfast in our local cafe before opening up. Craig Best was the first to arrive to pick up the trailer for GON and take it to a workshop to continue progress, I am looking forward to a second Mosquito to fly with in the near future. Alex Michael and Peter Thorpe were next, so we got the hangar unpacked ready for the day ahead, 08 was in use and as usual Neville Swan was on hand to set up the launch point.

The first launch got away at 1137, my brother-in-law (also named Andrew) was up for the weekend from Levin so I took the opportunity to take him for a fly. We towed to 3000 feet as I knew there would be zero lift and had some fun, Andrew had a go on the controls and took a few selfies as you do before we returned to land.



Next up was Emilio Leal Schwenke, Emilio is getting close to his first solo so we planned the flight with a hang up procedure during the tow followed by a circuit and approach with no instruments. All well flown, so some more exercises signed off on the training file, we backed this flight up with another launch to simulate a launch failure which resulted in an abbreviated circuit to land.

Rahul Bagchi was next up with two 1500 foot tows to practice circuits without the use of instruments, well flown with good speed control.

Theo Moutzouris was my next intrepid aviator; Theo is a new member and this was to be his first flight. We briefed EFOC and off we went, once released from the tow I demoed the



effects of each control, and Theo had a go. We got through to adverse yaw and using roll and yaw together to keep the glider balanced while manoeuvring. A good effort when there is no lift to be utilised to extend our flight time, well done Theo!

I had a little down time next as Tony Pentice and Jonathan Pote went for a blast together, during their flight Alex Michael and I briefed all things side slipping and took our launch after GNF returned. It did not take long to descend to circuit altitude with all the side slipping practice, we finished with a side slipping approach and landing.



Alex & Andrew

The Thermals were that Big

Emilio was up for another, so we briefed a launch failure at low level with a reciprocal approach and landing all nicely flown even with the cross wind pushing us away from the airfield.



Emilio in Action.

Release



Success,

Well Done

Time now for me to relax and be taken for a scenic ride by Ian O'Keefe, a 2000 foot tow for back seat currency. I was delivered very smoothly back to the take off point in around 15 minutes.

Alex was keen for some more side slipping, we launched to 1000 feet for a circuit and side slipping approach and landing.

We had a good day with 12 launches resulting in some great training and progress made, looking forward to the next one thanks.



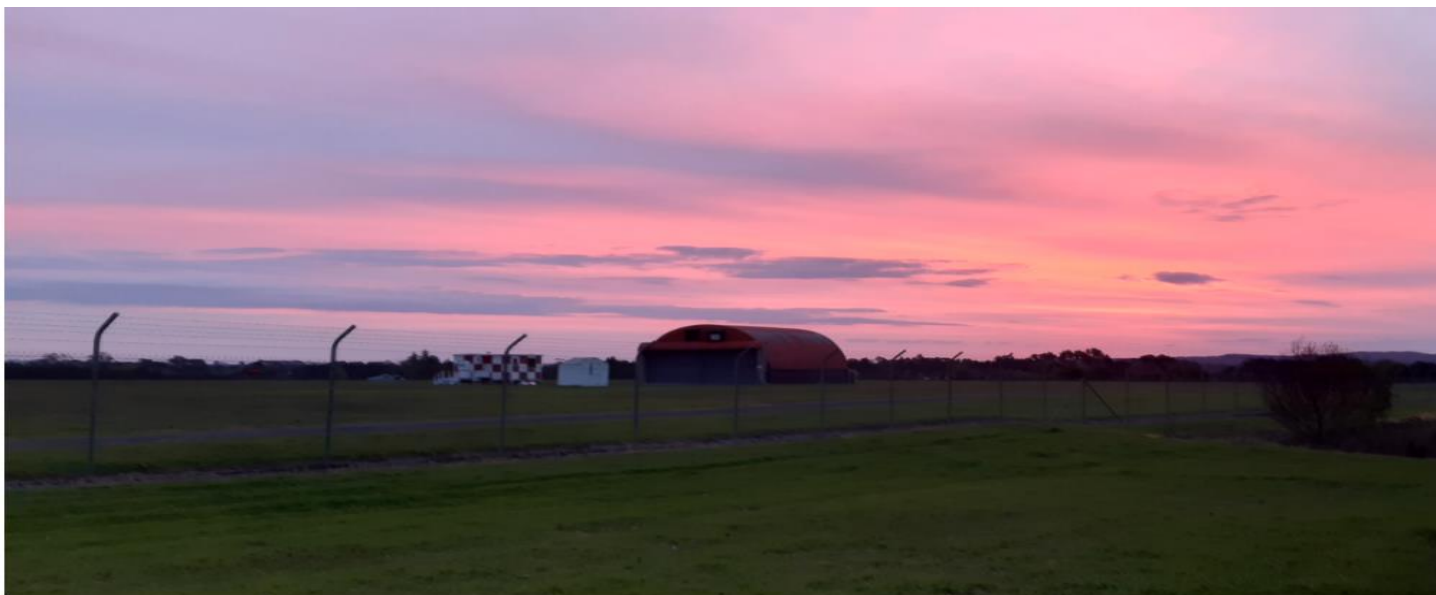
Nice One Dash & Eagle

### Tow Pilot Peter Thorpe Reports

The rostered tow pilot was recovering from a cold, so I volunteered to stand in and it gave me a chance to look closely at tow plane take off performance in nil wind conditions. The ATIS had the wind as a south easterly 10 kts on the ground and 160/10 at 2000 ft with total high cloud cover. Probably not a good sign for soaring but we set up on grass 08 and were ready to go by 1130.

First away was duty instructor Andrew Fletcher with brother in-law who went to 3000 ft but that only gave them a 23 minute flight confirming our fears regarding lack of lift. However, the conditions were smooth and the cross wind not too bad, so it was a good day for training. Andrew has already mentioned the other flights for the day.

However the conditions were rather bleak on the field and it was much warmer sitting in the tow plane rather than outside the caravan, still, 12 flights for the day were pretty good for the tow pilot and I was able to try various take off techniques to assess performance.



*Yep folks it was cold. So make sure you bring plenty of warm clothing and cover up during the winter season. The wind chill can be icy. But hey look at that magic sunset!*

### **SUNDAY Ivor Reports on No Flying**

I arrived at the field at 0930 where a cold wind was blowing strongly from SSE. I learned from tow pilot Ruan Heynike that we would find a stronger wind above 2000'.

Craig Best was first to arrive and while he opened up the hangar and prepared to do some tasks on his trailer, I called Base Ops. I also talked to the tower, who were expecting the wind to become more southerly. They informed me that no-one else would be flying at the field.

Ray Burns arrived, and for a while we watched Craig work on the trolley support for his glider trailer and talked about gliding stuff. Kazic Jasica also arrived, and so there were three of us to offer moral support to Craig.

The strong wind was now variable +/- 15 degrees either side of a direct cross for our runway and blowing 15kts+ We took the decision that we would not be flying, so I informed the tower and our tow pilot Ruan that we would not be needing them.

Once Craig was finished, we helped pack things away, then locked up and headed to the local Puriri Café & Eatery for cake and some excellent coffee. After much more glider talk we all went off to do warmer things. It was about 1130, and as we were driving away the rain arrived. Definitely a day to be doing other things.

Some Pictures of Saturday's Ventures



A Mega Mushroom. For Safety this was removed from the field to avoid an incident. It has been eliminated and fried with an egg.



Orange is the New ASC Beanie Headwear



One is a Professional and the other..... You Guess the rest



Hey You Up There, We are Freezing down here turn up the Heat.

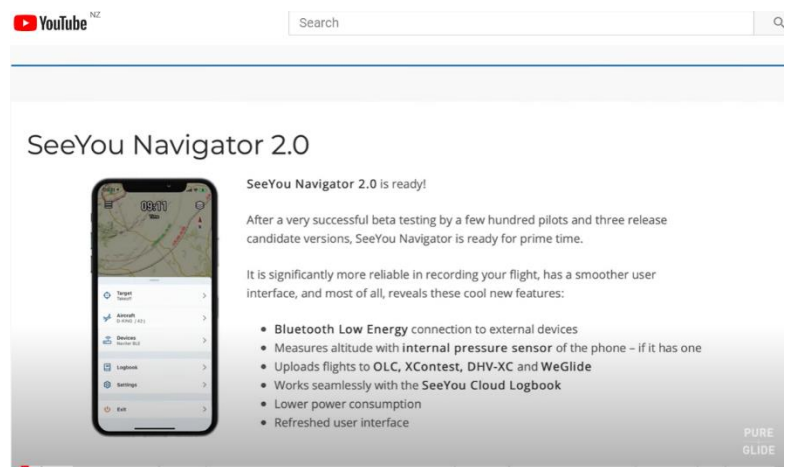


Ready, Steady, Go!!

Is it just me, but has NF decided to fly without anyone onboard??

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

Pure Glide has a new video on the SeeYou Navigator. Check it out [here](#)



SeeYou Navigator 2.0 is ready!

After a very successful beta testing by a few hundred pilots and three release candidate versions, SeeYou Navigator is ready for prime time.

It is significantly more reliable in recording your flight, has a smoother user interface, and most of all, reveals these cool new features:

- Bluetooth Low Energy connection to external devices
- Measures altitude with internal pressure sensor of the phone – if it has one
- Uploads flights to OLC, XContest, DHV-XC and WeGlide
- Works seamlessly with the SeeYou Cloud Logbook
- Lower power consumption
- Refreshed user interface

PURE GLIDE

## Soaring Safety

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



## 2. Basic Piloting Mistakes

416

hrs median experience

### Top Mistakes

- Delayed or wrong response to standard emergency (18)
- Complacency and/or over-confidence (17)
- Unable to control plane due to inexperience (11)
- Mishandled controls due to unfamiliar aircraft (7)
- Inattention (6)
- Unawareness (4)

### When Do We Make Them?

1. When we have **not recently practiced standard emergency** situations and are taken by surprise.
2. When we are **inexperienced, lack recency**, or are **unfamiliar** with a particular aircraft, especially if it is more complex (e.g., new motor glider).
3. When we are **complacent or over-confident** in our abilities, or when we let ourselves get **distracted**.

## 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)

-	8	T 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	R BURNS	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	