

WARM AIR 19 June 2021

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing: Steve Wallace
	Towing: Derry Belcher
	Duty Pilot Joseph Dickson
Sunday	Instructing: Ray Burns
	Towing: Rex Carswell
	Duty Pilot Simon Hay

MEMBERS NEWS

Well, quite a lot to report from last weekend and looks like members are making the most of the winter flying. Many thanks to all the reports, photos and other contributions. Apologies for not being able to get everything in this week. We will certainly add into Warm Air next week.

In Warm Air this Week:

- Weekend Reports
- CFI Corner - A Big Thanks
- Mid-Winter Dinner Reminder
- Our Foreign Correspondent Report from Germany.
- Pictures
- A New Roster

Keep Warm and Happy Soaring

Saturday 12th June: Duty Instructor Rex

Our weather hasn't been very kind lately, but Saturday turned out to be quite pleasant on the airfield. We had a light nor'east breeze and a good dollup of low level cumulous that persisted throughout the day. Ray Burns was out bright and early and kindly collected the channel 12 radio and gate key, as I had overlooked the early start requirement hosting a squad of ATC Cadets from 6 Squadron - being flown by Ray in the G109.

The morning club attendance was headed by Jonathan Pote, Ray, Kazik Jasica, then myself, Ivor Woodfield, Matthew Peeters, Neville Swan and towie Fletcher McKenzie. From midday, seating capacity was being challenged with the arrivals of Roy Whitby, Theo Mourzouris and his parents, Alex Michael, and new member Jade Telford-Simms.

Ray was efficiently underway off with his first cadet flight in the motorglider at 1033hrs. He had another two flights completed before Matthew and I launched just before midday. We climbed to 2000ft alongside and clear of adjacent cloud. The calm air was good for Matthew to see and feel the results of his control inputs - being at an early stage in his training. However, calm air doesn't keep us up there. We were soon searching in vain for the good stuff. At best, all we could achieve was a lowered rate of descent for short periods. We were back on the

ground after 16 minutes, but in training every minute counts and adds to accumulated experience and learning.

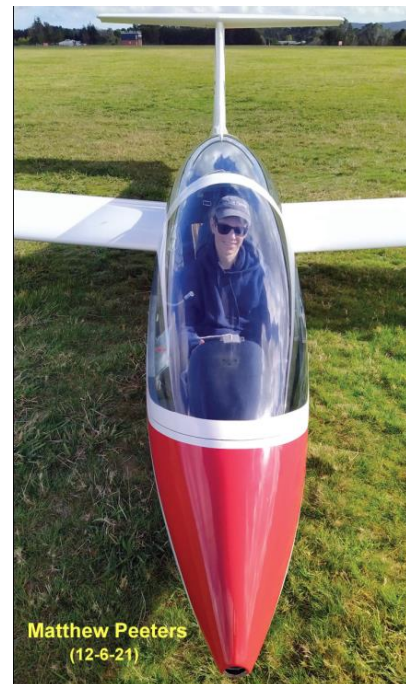
Jonathan was next up with me in the twin - keen to regain a good level of currency. No, you haven't lost touch Jonathan, you examined and exploited every bit of the sky that taunted you. A very pleasing flight in a benign sky achieving the longest flight of the day at 21 minutes. Well done.

Tony had his PW5 lined up waiting for the right moment, which didn't seem to be getting any nearer, so took a launch anyway. Yep, winter flying can be fickle - but he keeps very current.

We have a new member to our club who brings with her, much experience. Jade Telford-Simms is not only a P3 Orion pilot, but also held a British Gliding Association B-cat instructor rating. She hadn't flown a glider for quite a while so this initial short flight served as a brief handling refresher, and an introduction to the G103 Twin. Good to have you aboard Jade.

Our youngest member has only recently started out on his aviation journey. For Theo, a short flight with limited 'hands on' time, but pleasing progress none the less.

"Star of the Day" award goes to Alex Michael with his first flight in the PW5 GVF. All looked good with both the take-off and landing. Take a pat on the back Alex - well done.



Final flight of the day was another sortie with Jonathan. Again, another pleasurable flight with the added bonus of 'landing long' purposely to roll out toward the hangar end of grass 08.

In all 7 club flights, and 8 ATC cadet flights logged. My thanks to towie Fletcher McKenzie, time keeper Neville Swan, and Jonathan Pote, (with his other hat on), as gate registrar. It's been a good winters day.



Fletcher Reports from the wee Yellow Bee

I can't remember why I was towing the next weekend - but it wasn't raining so no complaints from me. It was Rex's last day of instructing but not flying (just as well Rex). Took me a little longer with the DI, I chatted with Kazic fixing the guides on the concrete strip in the hangar - I found starting was easy this weekend. I taxied down to start on Grass 08 had a chat with Roy and Neville. The day was very clear and cold with a High of 1035 hPa - perfect for flying - pressure altitude of over -500 feet. Matthew was up in NF with a tow up to 2000 feet, doing

top and low tows. Followed by Jonathon Pote enjoying the skies with Rex. The clouds looked great and a street was forming, there were pockets of lift but nothing solid. Tony was next in BD who tried to stay up as much as possible. We had Jade visit from 5 Sqn and an ex-gliding instructor from the UK. She went up with Rex to get back in the groove. I was number 3 in the circuit for landing, a little different from normal. We hope to see her back again. Ray was towing with the ATC in the Grob. Next was Theo for more training and Alex got out VF. A number of helpers helped Alex get ready for his first solo in VF. Congratulations to Alex! We finished with the last flight of the day with Jonathon and Rex up to 2000 feet. A nice day of flying.

Sunday Instructor Andrew Fletcher "DASH"

An overcast day with a less than great forecast, however I kicked off the day in the right way by meeting Ray, Lionel and Deborah for breakfast at our local cafe.

I opened the gate at around 0930 and we unpacked the hangar and set up on 08, Rahul was first up for some steep turn practice. We towed to 2500 feet and worked on smooth coordinated turns, there was not a scrap of lift that could be used, just a few blips on the variometer. In 17 mins we were back on the ground getting ready for a circuit, the release height was 1500 feet. We joined 5 minutes later via a left base.

Jade Telford-Simms was next for a go, Jade is a P3 Orion driver for New Zealand Air Force and an experienced glider pilot holding a B Cat instructor rating from the U.K. After a fairly lengthy break from gliding has decided to get involved again. We took a 2000 foot tow for some general handling, our flight lasted just 15 minutes.

Alex had his second flight in GVF and to be fair made a sterling effort running a line of grey scrappy cloud in an attempt to stay aloft. 15 minutes for Alex saw him back, gravity really sucks doesn't it! Pun fully intended, the shortest day is only a week away it will get better.

Then it rained☹️

Towpilot Gus reports from the front front end

The day had started with a beautiful sunrise and some fluffy stuff that appeared to being blown away. The forecast had been for bad weather later in the evening, so it looked promising.

However, by the time I arrived in the field, it was grey and ominous, although "Dash" thought it would be OK. ATIS was giving W/V 360/8, Vis 20 Km reducing to 6 Km, SCT 1800 SC 2500 BKN 4500 with winds at 2,000 of 360/23. Naturally, we (the caravan, GNF, GVF and RDW) positioned for RWY 08.



Looking over Paremoremo, we could see what appeared to be some clear sky coming our way, so Ray and I decided to go and explore in RDW. With a left turn after departure, we climbed up to 2300 feet, and skirting around some condensation, headed towards Dairy Flat. There was a massive clearance there, so we returned to advise everybody that they could start getting ready to launch.

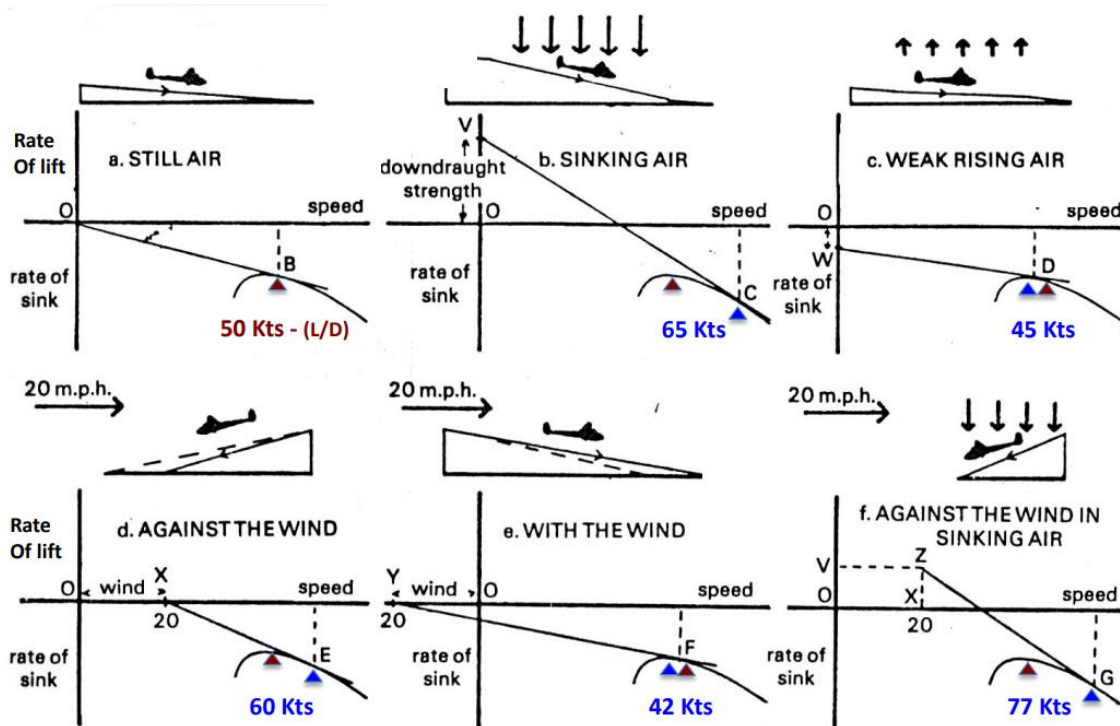
The first was NF (Dash and Rahul) - I released them over Riverhead at 2500 ft. They must have found some lift because it took them some minutes to return to land. Then, both again, at the same location but 1500'. Rahul seemed (in my powered pilot eyes) to do well with some gentle landings. Then Alex had a go in VF. Riverhead at 2000 ft, he seemed to enjoy the bird and stayed up longer than I anticipated. Jade, a P3 pilot but with a UK B cat instructors rating and had just joined the club, arrived and went up with DASH for a 'taster'. When I released them, I could see some very low cloud coming our way from Parakai. I advised ATC and returned to land. Kazic was waiting to go but it started raining. To make the long story short, we decided to call it a day and closed the shop at around 1330.

We then retired to the club house for some light beverages where Andrew (Dash) gave some classroom lectures.

I learnt that:

- The best glide speed is not always the best.
- Invariably, you will accelerate if you through sink (in order to get out of it) and you will slow down if you have rising air.





118. Determining the speed to fly for maximum distance in various conditions by means of the performance curve.

Speeds are for an ASW-19 - Note the sailplane is flown between ~ 45-80 kts - Rarely is 50 kts (Best L/D) selected

From - Piggot

- Head and tailwinds will also affect your glide speed, of course. (The above picture in the [internet](#) summarises what we were being taught).
- The maximum distance is achieved with the tangent from O (zero) to the (Polar) curve; speed determined is by the intersection of tangent and Polar.
- Finally, MacCready postulated that the best speed to fly between thermals is that speed indicated by the polar based on the expected rate of climb in the next thermal.

Wet and tired, I called it a day and went home.

CFI Corner

You may remember that I wrote a piece in Warm Air recently noting 30 years in gliding. You may also remember that I mentioned that Rex was the instructor on my second flight.

Today I write to commemorate another milestone. Saturday marks the last rostered day instructing for Rex. After 35 plus years Rex has decided to hang up the instructing gloves. He will still be on the towing roster and will do the odd instructing duty so we won't be losing his expertise (whew!).



I would like to take this opportunity to say the biggest thank-you possible for all the effort and hard work Rex has put in for such a long time. His pearls of wisdom helped me through difficult things I thought I would never master (aerotow is most memorable). It is dedication like his that keeps the gliding movement going.

From all of us Rex : A BIG THANKYOU.

Yes many of us owe you a big thanks for getting us solo and most importantly being better aviators and demonstrating and teaching us what Airmanship is really all about.

Did I hear jingle bells in the air..... **Mid-Winter Dinner**

It has been a while since we have got together for a social outing.

Where: Swanson RSA
663 Swanson Rd Swanson Waitakere 0612
<https://swansonrsa.co.nz/contact/>

When: Sunday 27th of June 2021 @ 1800

Cost: Adult \$31.00 per person.
Children \$1.00 per year of age.

Please go and check your diaries and with your other halves and let us know by next Wednesday.

Please RSVP kishan@bhashyam.co.nz / 0210 645 648 by Wednesday 16th June.

It would be GREAT to see you ALL. Look forward to hearing from you.

Andrew Williams (Our new German Soaring Correspondent)

Andrew Williams former tow & glider pilot left for Germany back in late 2020. We are delighted to receive a report from our new German Soaring correspondent.

With covid levels decreasing and good weather arriving the gliding scene in Germany restarted. I finally got out to the gliding club at my local airfield, so I thought I'd share a bit of my first impressions. I'd be happy if you included them in Warm Air.

The local airfield (Bonn-Handlar) is pretty busy. I would compare it to Ardmore, though with more emphasis on hobby flying than flight training. There are about a dozen different clubs (including a historic-focussed one), a few commercial organisations and a Police helicopter unit. They even have two gliding clubs at the one airfield, and I'm told they once had as many as five!

With so many aircraft competing for space in hangars on the flight line, most of the gliders are kept in their trailers. The members get used to rigging and derigging the different planes. By comparison we are very lucky at Whenuapai that most of the aircraft can stay rigged.



Aircraft rigged and ready for checks while others wait on the start lines:



There are some interesting aircraft at the field. I'm sure many would like to try some of these, especially Ray and Andrew:



This one reminds me so much of the PW-5:



I met another Kiwi:



Though it turns out it was a design from Valentin, produced in Germany in the 80s and early 90s. I think the name is quite apt.

No military aircraft preventing gliding ops here, instead we have to wait for Zeppelins in the circuit!



Overall it was a good start to the season and a fun introduction to the German gliding scene. I really missed the Whenuapai team over the last 8 or so months, so it was great to be out amongst fellow aviation enthusiasts again!

I hope you are all doing well back home.

Take care

Andrew

Great to hear from you and thank you for providing this report. Please keep in touch we would love to hear and see more of your Soaring and flying Ventures in Germany.

Photos from the weekend and the previous Weekend



My New Ride,

You betcha Alex. A sweet ride indeed.

May Need a Sea Plane



Jonathan saw this Beauty The Cloud not the Car.

Proper Lift - A thermal pushing through the inversion layer



Somewhere amongst the crowd the real engineer is doing his stuff

Fletcher reported on Queens Birthday Weekend he had bird problems, so the big guns were brought in to politely move them on.



Water cannon, their horn, and siren - all very entertaining. Spent a good 10 mins chasing them - thanks to Airways and fire rescue

Classifieds

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



Duty Roster For Apr, May, Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Queens Birthday	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	R-CARSWELL	F-MCKENZIE	
	13	K-JASICA	A-FLETCHER	G-CABRE	
	19	J-DICKSON	S-WALLACE	D-BELCHER	
	20	S-HAY	R-BURNS	R-CARSWELL	
	26	K-BHASHYAM	L-PAGE	R-HEYNIKE	
	27	K-PILLAI	I-WOODFIELD	G-CABRE	

New Roster

Duty Roster For Jul, Aug, Sept

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jul	3	G-LEYLAND	I-WOODFIELD	P-THORPE
	4	I-O'KEEFE	A-FLETCHER	R-CARSWELL
	10	M-MORAN	S-WALLACE	F-MCKENZIE

	11	T O'ROURKE	R BURNS	D BELCHER
	17	R BAGCHI	L PAGE	R HEYNIKE
	18	T PRENTICE	A FLETCHER	G CABRE
	24	C BEST	P THORPE	R CARSWELL
	25	E LEAL SCHWENKE	I WOODFIELD	D BELCHER
	31	R MCMILLAN	S WALLACE	P THORPE
Aug	1	A MICHAEL	R BURNS	P EICHLER
	7	R WHITBY	A FLETCHER	R HEYNIKE
	8	C DICKSON	P THORPE	G CABRE
	14	K JASICA	L PAGE	F MCKENZIE
	15	J DICKSON	I WOODFIELD	R CARSWELL
	21	S HAY	S WALLACE	D BELCHER
	22	K BHASHYAM	R BURNS	P EICHLER
	28	K PILLAI	A FLETCHER	R HEYNIKE
	29	G LEYLAND	P THORPE	G CABRE
Sep	4	I O'KEEFE	L PAGE	P THORPE
	5	M MORAN	I WOODFIELD	F MCKENZIE
	11	T O'ROURKE	S WALLACE	R CARSWELL
	12	R BAGCHI	R BURNS	D BELCHER
	18	T PRENTICE	A FLETCHER	P EICHLER
	19	C BEST	P THORPE	R HEYNIKE
	25	E LEAL SCHWENKE	L PAGE	G CABRE
	26	R MCMILLAN	S WALLACE	F MCKENZIE