

# WARM AIR 26 June 2021

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Lionel Page
	Towing:	Ruan Heynike
	Duty Pilot	Kishan Bhashyam
Sunday	Instructing:	Gus Cabre
	Towing:	Ivor Woodfield
	Duty Pilot	Krishan Pillai

### MEMBERS NEWS

*Well, last weekend was not looking at all good for any form of flying due to horrid weather. Surprisingly the club did get some flying and odd jobs completed. Many thanks to all the reports, photos and other contributions.*

*In Warm Air this Week;*

- *Weekend Reports*
- *Club News*
  - *Mid-Winter Dinner Reminder*
  - *Maintenance Tips from our Engineer*
  - *COVID 19 Reminder*
  - *Get Knotted*
- *Weekend Pictures*
- *A New Roster*

*Keep Warm and Happy Soaring*

## Saturday – Instructor Steve Wallace Reports

Saturday's forecast was pretty dismal and not really looking like a flying day but as it turned out the heavy rain moved through early leaving a nice fine day behind it.

As nobody was really expecting to fly the day got off to a slow start as we waited for some of the water on the field to drain away. Kazik, Neville and helpers made good use of the time by creating a concrete ramp around the central square that the door locks into so life will be easier for both aircraft wheels and aircraft movers as our fleet is moved in and out of the hangar.



First launch wasn't until just before 2pm after which a busy period of six launches was undertaken. 3 for VF, 2 for NF and one for BD. As we are launching from 08, long landings were done at the end of the day after which we held a derigging party for MP and VF so that annual type checks could be carried out during the week to come.

## **Saturday – Tow Pilot Extradinaire Derry Belcher Reports**

Lesson for the day; Just because the doom and gloom forecast was rain and thunder, it doesn't mean one should believe it!

It started off with a text to Steve at 7am suggesting we cancel gliding which was quickly agreed, but once up and enjoying my breakfast in the sun, I checked the rain radar and it showed clear weather now the rain had passed, so another text confirmed it was action stations.

I collected the gate key and radio before joining the gathering band of keen members, Jonathan, Neville, Kazik, Roy, and Tony P, and a bit later Alex.

Kazik started in on a bit of concreting at the eastern end of our hangar to help prevent damage to our aircraft wheels and equipment. Neville had made a wooden frame to act as boxing for the concrete and in short order many hands chipped in to complete the job.

I should also mention that over the last few weekends Kazik has also earned a gold star for fixing up the wooden guide-rails on one of the concrete trolley-ways.

All the gliders were taken out due to a certain engineer needing to test GMP's radio outside even though at that stage there was no-one wishing to fly anything until Alex turned up.

As we were the only ones looking at flying on Saturday, we needed to summon the standby tower controller, Adam Lawson, so we could fly. I rang him once we had finished for the day to thank him for coming out and was relieved to hear he was more than happy to oblige as being on standby is not the same as a day off.

We set up at the 08 end with a slight northerly wind and after everyone chewing the cud for what seemed like ages, names appeared on the board and things started to move.

Tony pushed out and jumped in his PW-5 GBD obviously thinking the sky was looking as good as it was ever likely to get and towed to 2000 feet in smooth air but couldn't find anything resembling lift so was soon back on the ground.



Alex then took the club PW-5 GVF for a similar flight, with a second flight later on, and Peter Thorpe decided to take the last flight of the day to 2500 feet in GVF and Neville took a well-earned break from keeping the books to come along in the right seat of the towplane. Our two-seat Grob GNF did two flights which Steve will expand on – Kazik and Steve Wallace, and Jonathan and Steve.

After the rain overnight, the tug managed respectable take-offs from the soft and wet grass although it would have been even better (for future ops in winter) to only launch from the mown vector as even a small amount of air subsidence after take-off makes quite a difference in height over the upwind end of the airstrip, and there always seemed to be an area of reduced rate of climb till through about 300 feet.

All in all, the forecast 2000 foot wind of 20kts didn't seem to be there and the air was beautifully smooth, and with scattered cu at 2300 feet, the flights to 2500 were very pleasant.

As the final job of the day we derigged VF and MP for their annual inspections this coming week



## Sunday – CFI Ray Burns reports

What an interesting weekend. Everyone said we were in for a shocker. Yet Saturday turned out very nice. Sunday was almost certainly likely to be washed out....

Ian and I were meeting for coffee at 0830. As I drove over the main gate, I could barely see in front of me through the fog, and I thought I would get the key just in case someone wanted to get into the hangar. No point in getting a Radio...



By the time we finished coffee it was looking quite a nice and there were a few people waiting at the gate. A trip back to Base Ops was required to get the radio...

It can't last long. Looking to the West the sky was quite dark. Even the tower was warning us of the upcoming rain. Alex was keen to fly and I said to him we ought to get a move on because the rain looks like it is on its way. Ian wanted to go for a fly and we weren't sure if it was going to happen. Even when Alex landed, we weren't that sure but Ian gave it a go anyway.



By the time he landed the sky looked just a smidge better and we managed to get another (Alex), and then another (Jonathan), and then another (Jade). We packed up after five launches and the rain finally arrived about three-ish.

# Club News

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

The Club Captain (Kishan) say he can still take bookings if you are keen. So let him know.

**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](mailto: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.

## Lets Talk Dirt with Derry our Engineer

Derry is currently doing the annuals on the club single seaters. Note his following comments.

Build-up of dirt in winter can cause wheels to lock up.

Tailwheel removed along with part of the grass runway by the look of it.

After flying, especially in winter, get in the habit to take the time to clean the mud from under the gliders and the wheel bays otherwise it traps moisture and any exposed metal parts rust or stop working properly.

*All that extra unwanted ballast in the PW5*



# COVID 19 Precautions

As we put Warm Air together you will have heard the news of Alert Level changes for the Wellington Region moving to Alert Level 2. Obviously matters can change rapidly and therefore it is incumbent on each of us to play our part and protect each other. We are dealing with a different COVID variant, and we need to be vigilant even if we are at Alert Level 1 in Auckland.



So please.

- COVID Contact Trace – we have QR Codes at the gate, caravan and club room.
- Do not come to the club if you have been at a Location of Interest or considered a casual plus contact or have recently returned from Wellington in that period between the 19<sup>th</sup> and 23<sup>rd</sup> June. Check the following link for guidance and actions to take [COVID-19: Contact tracing locations of interest | Ministry of Health NZ](#)
- Do not come to the club if you have cold or flu like symptoms.
- Keep up to date on any changes!

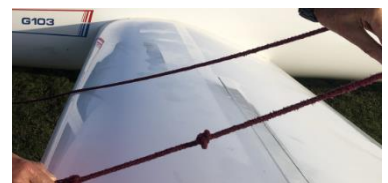
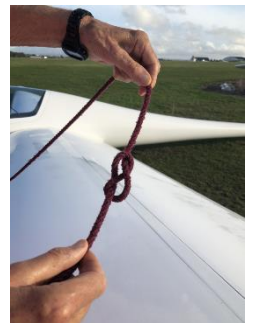
With some sensible steps we may avoid additional measures and risk of transmission taking place.

## Get Knotted

During the weekend there were several times the tow rope got knotted. Fortunately wing runners spotted these early before any launch and removed them. The knots can be quite tough and stubborn to remove particularly if they have been towed on. Occasionally the knot needs to be cut out and removed and the rope re-spliced onto the tow ring.

Please keep a close eye on the tow rope and check for knots prior to every launch. A knotted tow rope weakens the rope significantly and could result in failure when under stress. This would not be good at any time of a aerotow launch.

If you see the rope is damaged or unsure about its state, report to the tow pilot, instructor or an experienced member for assessment.



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## Our fellow aviators

### Jonathan reminds us of our feathered friends and who we share the airfield and sky with

As there may be less to write about the weekend's activities during the cooler season, I thought it would be appropriate to have a series, of which this is the prologue, on the birds with whom we share the airfield and the air. Well over a dozen species are to be seen regularly from the caravan, from the 'near threatened' endemic Tūturiwhatu or New Zealand Dotterel, the native Kāhu or Australasian Harrier that annoying shows us lift we cannot use, the noisy Spur-winged Plover, a recent and rather unwelcome arrival that Māori have not bothered to name, to the native Tōrea or confusingly named South Island Pied Oystercatcher (aka SIPO to local birders) which is common in North Island and does not eat oysters (which hardly need catching, as they are sessile). Tōrea indicate when the tide is in, as they cannot feed then and come to rest with us.



Kāhu (Australasian Harrier)



Spur-winged Plover



Tōrea or South Island Pied Oystercatcher (SIPO)



Tūturiwhatu or New Zealand Dotterel

Next week I will list and illustrate all the likely species, with some detail thereafter including how birds 'learnt' to fly (much argument), their forelimb anatomy (very like ours but very different) and how they fly (very like us, but again very different) not to mention their breathing (you guessed it).

Bird species can be pigeon holed (no pun intended) into Endemic (found only in Aotearoa), Native (here naturally long term, Introduced (many species brought from Europe long ago either for a purpose or purely as a reminder of 'home') and Self introduced (a surprisingly large percentage of those birds you see daily have arrived under their own steam since the Second World War. One species was welcomed ('the Welcome Swallow'), some not so (The Australasian Magpie, the Spur Winged Plover).

I hasten to add that I claim no expertise, so errors will occur.

Jonathan

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# Weekend Photos



Photos from Derry and Jonathan on Saturday Morning. A powerful and I suspect destructive storm south east of the city.

Sunday - Shall we launch or shall we pack it away.



Sunday - We will Launch.  
Yes we will!

And the big hole was out to the South and over the field.

The sky got lighter and better till 3 pm.





## Men at Work



Kazik leading the Concrete Workers Team. I think they carved their initials into the new mound. It has only taken 20 years to make this modification to allow the dolly wheels now breeze over the previous concrete lump. Well done chaps.



## 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](mailto: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