

WARM AIR 10 July 2021

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Steve Wallace
	Towing:	Fletcher McKenzie
	Duty Pilot	Matt Moran
Sunday	Instructing:	Ray Burns
	Towing:	Derry Belcher
	Duty Pilot	Thomas O'Rourke

MEMBERS NEWS

Well last weekend we experienced a very cold, but turbulent free flying days. Many thanks to all the reports, photos and other contributions.

In Warm Air this Week:

- ***Tower Operations and Circuit Procedural Changes - Operational Directive (A MUST READ!!!)***
- ***Weekend Reports***
- ***Roster***

Keep warm, the coming weekend may be good for soaring. They may not be long flight, but great for training and currency.

IMPORTANT – READ THE FOLLOWING

Ray Burns, Chief Flying Instructor has issued the following Important Information for all pilots at the club. Please take the time to read, think through and embed into your flying practices and airmanship.

Tower Operations

1. No Surprises

The main thing we are trying to avoid is to give the controllers surprises. Much in the same way we have a good idea what is going and what a glider is likely to do, they too, are keeping a mental picture of what aircraft (a/c) are about, where they are, what they are likely to do.

If you have an a/c in sight, tell them. It saves them telling you.

2. Traffic Information

It a requirement of ATC that they provide traffic information to VFR traffic in the zone. The controllers will provide this information to the tow plane as it gets airborne. ATC will require acknowledgement of that information from the towplane, glider and all airborne gliders in the control zone. All that is required is "GBU copy all traffic". Nothing further is required.

Feel free to request traffic information from the tower. They cannot tell which of us is which because we all use 1300 on the transponder. So don't ask for the location of a specific aircraft registration. All they can give you is the location of "a" glider. (Something I also discovered in my travels: a/c that

go round and round and circles drop off the radar. Possibly something to do with the computer thinking we have no ground speed. It also affects helicopters that go round in circles - like the police!). If you are going to ask for this start your call with your current location. E.g., "Glider Bravo Uniform overhead the prison 2000, whereabouts are the other two gliders?"

3. Re-entering the zone.

IF you charge off to the north and are gone for some time, please do not forget to make a call re-entering the zone. As above, the controller needs to add you back into their mix of a/c that they are legally obliged to "control".

4. Clearances

4.1 Blanket clearances

You will have noticed that RDW gets a 'blanket start clearance' at the beginning of each day: This is a clearance to start and taxi. Once issued for the day there no longer any further need to request these clearances each launch.

Legally, gliders are required to get a clearance to operate in the zone as well. Each a/c will now be issued a blanket clearance to operate in the zone at the start of each day. This will be given at line up and it will require read-back e.g., "Blanket Clearance to operate 2500' and below. Glider Bravo Uniform".

4.2 QNH and Altitude clearances

You will have heard the tower call something like "QNH now 1024". These require readback. Please ensure you respond: "QNH 1024 Glider Bravo Uniform"

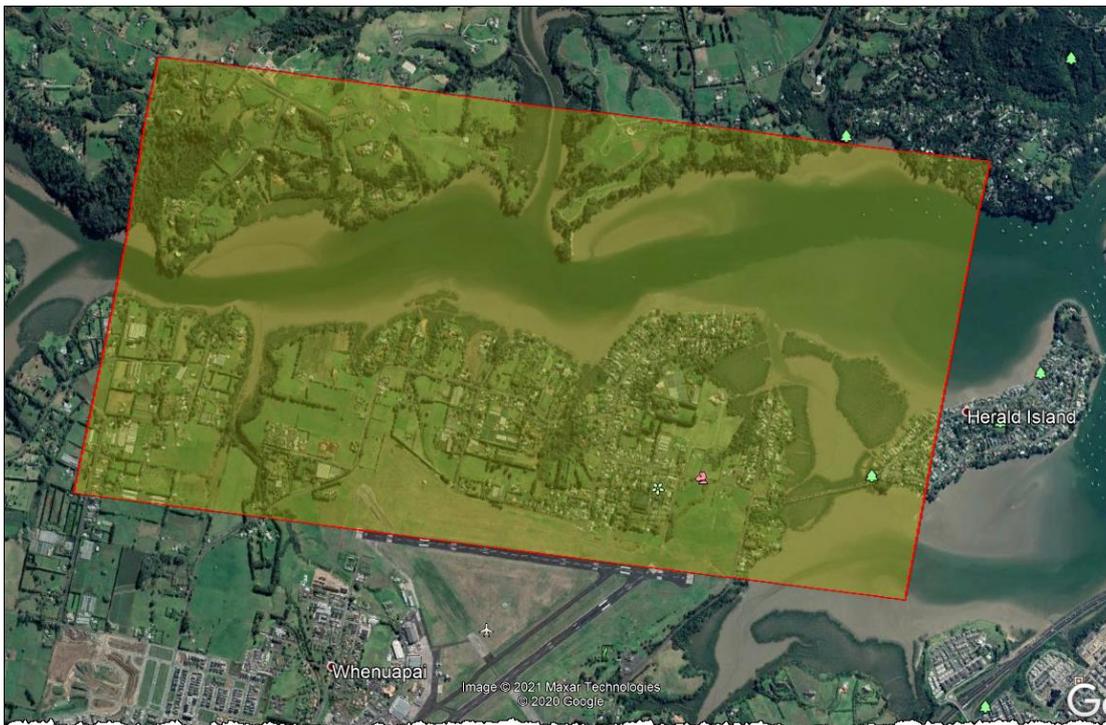
5. Circuits

5.1 Five Minute Call

This is probably the most important thing. Try to make it accurate. The controllers understand that we are gliders, and it can be difficult to estimate but try your best. If you clearly know it is going to be less than 5 minutes say so.

5.2 Where is it?

The circuit is the area bounded by the extended 08/26 centreline, then a line perpendicular to Herald Island to the East and Harkin point to the West. The norther boundary is the NTH Coast of the estuary. The circuit extends to 1500 AGL.



5.3 Altitude

No passing through the circuit below 1600 indicated (1500 agl). This includes the power circuit so care to be taken when operating West and South of Riverhead.

It is expected that a glider may orbit close to the circuit area to DESCEND prior to joining
AS PER CLUB RULES, no thermalling in the circuit below 1500 AGL.

5.4 26 Circuits

There is no change to 26 Circuits. It should be business as usual for everyone.

5.5 08 Circuits (An Operational Change)

08 Circuits provide the most concern for the controller. When we are using 08, we are typically operating to the north and west of the airfield. As the 08 circuit STARTS in the Herald Island vicinity, we often find ourselves tracking east along the estuary to join. This can cause conflict with traffic in the circuit.

Therefore: we are going to make a slight change to our normal procedures. Only GNF will make downwind joins on 08. All other gliders will join left base. When you call "LEFT BASE" the controller is EXPECTING to find you somewhere close to Harkin Point (i.e. the "Russia house"). If you want to establish yourself earlier (Say 1 Nm to the nth call "EARLY left base"). Do NOT forget the 5 minute call. With now a shorter period when you are in the circuit the minute call is critical.

If you are unsure of this process make sure you fly a training circuit or two with an instructor before you dive into it on your own. We will have a few weeks to bed this in before the tower make these clearances as standard. This is to ensure we all get time to do any training required. Please make use of the opportunity.

As always, if you have any questions, please raise them with myself (021 2770115) or any of the instructor team.

Weekend Reports

Saturday – Instructor Ivor Woodfield reports

It was sunny and calm as I set off for the field, and very stable, looking like a good training day rather than a day for soaring any distance. There were delays with getting a radio, and then issues with getting the gate key, so it was already 0930 when I met Peter Thorpe in the cafe where we were getting lunch supplies. When we got to the gate, Jonathan Pote was already there, ready with his checklist to begin guarding the site access.

We started opening up as others arrived, including Tony Prentice, Kazic Jasica, Neville Swan, Emilio Leal Schwenke and his Dad. We dragged the tow plane out first, close to the hangar, as there was some idea there may be a battery issue which might need the use of the charger. The two singles had been having annual checks done during the week, and while the work was all completed, they still needed rigging. While Peter checked the tow plane over, we set about getting the twin out



and checked, and getting the caravan ready to be moved to the far end as with a light SE breeze it was going to be a 08 day.

Shortly after the caravan left for the westerly end of the field, Peter reported that there was a problem with RDW. Not the battery but a failed undercarriage bolt. This provided several challenges, including the removal of the failed bolt stub and the appropriate tensioning up of a replacement. While that was happening, we decided we could rig GVF, which people were keen to fly, and then as the work on the towplane was still on-going and Alex Michael had arrived, we rigged GMP as well, and then returned it to the hangar.



After several phone-calls, and a lot of good teamwork, the tow plane was finally serviceable, so we all moved down the field to start the day's flying. By now it was approaching 1430. First up was Jonathan. We climbed to 2500' so he could practice some upper air work. After successful spins in both directions and some stalling, we were starting to get low, so lined up for the circuit, followed by a good smooth landing. While we were up, Kazik launched in GVF and managed a 20-minute flight. In the light, stable conditions this would prove to be the longest flight of the day. Next flight in the twin was Emilio who was wanting to experience a low-level launch



failure. After talking with the tower, we released a couple of minutes into the launch and made a really successful return onto the hangar end of the runway. As soon as we were clear, Tony launched in GBD for another smooth flight.

Next up in the twin was Geoff Leyland. After some time out of the air, he was wanting to get some hands-on flying. The conditions were great for this, and he set about getting comfortable with smooth turns and good control, which he followed up with a good circuit and landing back at the caravan. During this flight Alex launched in GVF, getting a similar flight to the other singles, and ending with a well-executed circuit and landing.

Final flight of the day was another for Emilio, who was keen to experience the conditions. With the sun getting low in the sky, we got some incredible views in the very smooth air, something he had not really experienced before. We ended up with a long landing back to the hangar in ground effect, something else that was a first for Emilio, and something he handled very well. By the time we landed, the singles had been returned to the hangar, so it was just left to pack away the twin and the tow plane before locking everything up. By now it was well after 1700 and getting dark. There was little enthusiasm for any final story telling gathering, so after signing off on some paperwork, I locked up the field, returned the keys and went home. A full day in good, if somewhat chilly conditions and a total of seven glider flights.



Sunday – Instructor Andrew Fletcher reports

Sunday was looking like another nice day, cold to start but the temperature soon climbed to comfortable levels. The hangar was unpacked, and all three club gliders made their way to the launch point at the 08 end.

Rhiannon Marryat was first to go for secondary effects of controls, we briefed on the ground and got airborne into a very smooth atmosphere. We had a good flight and covered off all the relevant points plus the effect of air brakes on a nice long final approach to land, our flight time only 14 minutes.



Krishna Pillai was next for some BFR currency training, we towed high to 3000 feet for boxing the tow, steep turns, stalls, stall in a medium turn and lazy eights. A good flight with a lot of content covered. Flight time 22 minutes, still no lift at all.

Theo Mourzouris was keen and waiting for me to return with ballast already to go. We briefed turning and stalling plus because the air was so smooth the aerotow as well. I flew the first part of the tow to 1000 feet then handed over to Theo who performed extremely well keeping the glider behind the tow plane. Off tow we worked on turns and to finish off some basic stalls, a nice flight lasting 20 minutes.



A trial flight was next for me, the smooth air made for a nice experience. Some photographs and a reasonable amount of hands-on experience too.

Now I had been watching the sky for a while and there was cumulus popping all around Whenuapai but nothing nearby. Shivneet was my next customer for a trial flight, Shiv is a very keen aviation enthusiast so it only seemed right that we should tow straight to the cumulus around 7km North of the field. We reached the clouds at 2000 feet, Rex made a left hand orbit under the cloud which allowed me to assess the lift. At 2500 feet I pulled off and turned left connecting with a weak 2kt thermal, we managed to climb to 3000 feet before setting off home with Shiv at the controls. A nice flight lasting 27 minutes.



While all this was going on the pundits came out to play, Tony Prentice, Kazik Jasica and Craig Best all launched. Short flights for all, the cumulus was a bit of a stretch distance wise from the field and you couldn't be 100% sure it would work when you got there.

I was having a busy day; Daisy Hogan was next up for steep turns and stalling to become recurrent after a couple of months away from gliding. No lift for us, the cumulus had now evaporated leaving a smooth sky.

Ian O'Keefe relieved me and took GNF for a flight with Shivneet in the front seat for a ride, the pair arrived back in time for me to take Rahul Bagchi for steep turns and general handling to finish the day. Rahul finished off with a hangar landing for convenience.



A nice day with some good flying, see you next time 😊.



Pictures from the Weekend



A chilly start on Sunday 4 degrees. Although Ray reports zero when picking up the radio at Base Ops



New Headwear for the CFI and Ian. People may laugh and make rude comments, but boy were these warm and comforting. No animals were hurt from wearing this headwear. Buy one and get one free.



With de-rusting and painting complete, GBU's trailer was returned to its proper state. All safely done and in fact was easier than rolling it on its side. Good for another 20 years.



Well on Sunday the Red Tractor was hissing, puffing and flaming from her exhaust system and loss power at one point. So, our Tractor Repair Team are doing diagnostics and determining a fix.



Daisy launching Theo and Andrew into the blue.



Scramble, scramble, scramble, Kazik, Craig and Tony boarding their mighty steeds for soaring bliss. See ya in 5. Short but sweet flights.

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 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