

WARM AIR 25 December 2021

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Saturday

Bank Acct 38-9014-0625483-000

Instructing: Santa
Towing: Rudolph
Duty Pilot: Grinch

Sunday

Instructing: Oh too tired
Towing: Oh too full
Duty Pilot: Oh too merry



MEMBERS NEWS

- *In Warm Air this Week;*
 - *Club News*
 - *Weekend Reports*
 - *West Coast Run*
 - *Bluff to Cape Reinga*
 - *Farewell 2021*
 - *For Sale – Sailplane*
 - *Xmas Roster & New Roster*
- Thank you for the contributions from members.*

Club News

New XMAS Holiday Roster

If you want to fly over the XMAS period, make sure you notify the duty instructor the day BEFORE. If there are no takers then the duty instructor will notify Base Ops and they, in turn, ATC. Once that is done it will not be possible to change because there will be no controller unless the power chaps fly that day. See the Roster on the Last Page.

Weekend Reports

Saturday - Ivor reports from Base

I was duty instructor for Saturday, and Friday evening was included in an email speculating about a possible West Coast Run. Setting off a little early Saturday morning, I discovered that Andrew Fletcher had arrived to collect the key 3 minutes before I got there .. all the more time to grab some lunch on the way :-). I arrived at the gate together with Jonathan Pote. Andrew had started prepping GKT for the coast, as it was looking quite possible with a steady SW breeze and little or no rain. Steve Wallace and Craig Best arrived to fly in GNF and Derry Belcher arrived with paperwork for GKT and also to be tow pilot. Clare and Joseph Dickson also arrived to do some work on their trailer, including getting a WoF, Ray Burns arrived planning on painting the GKT trailer and Tony Prentice arrived, thinking he might fly.



Steve and Craig were soon busy getting GNF ready as it was now clear that the coast would be 'working', and Derry set about inspecting RDW. Soon after 1100 the twin was on the line, with GKT parked behind it. No one else would be going this time. Steve did say he could come back for a

second run if we had any takers. I did try contacting Izzy Burr with no success, and had not found anyone else by the time the twin was back at Piha for the first time, so Craig flew the two legs. Derry and I climbed into the tow plane, hooked up GNF and were soon climbing into a fairly clear sky. We climbed quite slowly towards the west and had barely made 2500' when GNF released and we were heading back to collect GKT. The second trip out was graced with more buoyant air, and a noticeable build-up of good-looking cloud.



Once back at the field we parked up the tow plane as we were not expecting any more flights. Derry headed off to get fuel while Clare, Joseph and Ray were hard at work on their trailers. Tony had decided to go and get a WoF for his trailer as it was almost due.

The next couple of hours was quite peaceful. Jonathan had managed the gate while all the

activity was happening, and now decided he would leave us to it. Kazik had also arrived while we were towing out, and decided he would leave as well. Just as Andrew had completed his 300Km run as was heading for home, Joseph decided he had done all he could with his trailer, but would leave the job of putting the glider back into it for a less windy day, so packed everything up.

The two gliders returned safely, GKT after a 191 min flight and GNF after 232 mins. They were washed down to remove any salt sea from the flight and then packed away. In no time we were all packed up and heading home after what seemed like a very successful day.

Derry, Towpilot, Engineer Extraordinaire Reports on his Big day.

Just two tows to report for Saturday.

Once past Jonathon Potes inquisition at the fortification Of CG6 I was allowed through to deliver the new release to service for Mosquito GKT after her annuals during the week.

Intrepid coastites Andrew Fletcher, Steve Wallace, and Craig Best were there before I arrived and were the only takers on Saturday and were fizzing to get going.

With RDW's preflight done, I thought it would be wise to add a bit more essence to the tanks but much like the story of the three bears and the porridge, all I found was three empty containers, no partridge, or even a pear tree! I did some quick mental calculations to see if the 30 litres in the tug would suffice for 3 fuel-drains, start and warm-up, run-up, two tows to the coast, two lots of taxiing, and still leave the required reserve on landing... Where was my Kane MK 6B computer when one needs it?

Luckily for Andrew in GKT, we had an enormous 9 litres over the reserve otherwise he would have had to sit it out while I went to the gas station to fill the 3 empty containers.

I kicked myself for not checking the fuel state on Friday when Ivor and I were doing the annuals on the Libelle, but as we didn't finish till after the bats had come out and the moreporks had given up for the night (Ivor seemed to believe they were Pukeko - will ask Jonathan) so checking the fuel state in RDW was not top of my list.



Hooking up first was GNF with Steve and Craig, and a final check of the wind-sock confirmed it was like a politician, full of wind, and the usual tad of cross-wind would make for a fairly lively take-off, which was why I asked Ivor to come for the ride. :) He probably thought I was being nice to him but it was really to help keep the little plane from blowing away - Ah, don't tell him... Once we were just airborne we went through a healthy dose of sink to test reflexes and the rest of the climb (I use that term loosely when in fact it was more like slow straight and level in a washing machine) went well with one eye glued on the fuel gauge.

After Craig and Steve parted company with us, we turned and sailed with the wind, joining left-base for grass 26. I am not a fan of flapless landings in the FK-9 as the higher nose attitude blocks forward view, so coupled with my only view being along 21 and a certain caution about where the rope was laying behind, I assumed we were roughly lined up as Ivor seemed relaxed and I figured he'd tell me if there was something ahead, he could see...

Andrew and GKT were much easier to get off the ground and we easily reached 2500 feet before the coast, in fact, he released quite a bit before the coast which I thought was rather sporting, and in subsequent post flight talks it transpired he had to catch a thermal to be able to get to the coast. I think he was lulled into how effortlessly the yellow blob was pulling him along and must have thought it would be a doddle to travel the last 'bit' to the coast. Once back on terra-firma and safely shut down, it was off to fill up the fuel containers, and then fill up RDW.

While all this was had been going on (I can't believe it has taken 3 pages to write up two measly tows!) Ray had been industriously painting GKT's trailer... I wondered how fast the paint dried, as a retrieve from a sandy beach would have left a very non-skid surface all over the outside of the VERY white trailer.

Later in the afternoon, GLX's newly restored trailer arrived with a fresh WoF, to have some last fittings installed by Joseph under the watchfull eye of Clare, and Terry.

There are six trailers from my count that have had some serious work put into them.

1. Tony had his PW-5 trailer lying on it's side while having it's underside repainted.
2. Likewise, Ray and Andrew's trailer for the Ka6cr (with pendulum elevator).
3. The Kilo Tango syndicate trailer had a concerted effort on it this last week to repaint it.
4. The Dickson's Swallow syndicate trailer for GLX had a very substantial repair in the form of a new chassis, ply floor, and repaint.
5. Yours truly had to replace one full length of lower chassis frame on GMR's trailer due to a drain hole or two or three blocking up. Can't complain as it is about 43 years old now.

6. Lionel's (and Craig's now) trailer that has had a new lower trailer built and just recently had the top frames from another trailer welded to it. It awaits final fettling then sandblasting and galvanising before cladding.

Also on the trailer theme, the mighty Libelle's trailer is in serious need of structural love. Is there anyone with some spare time with some woodworking skills with a can-do attitude to help Ivor get it sorted. I am sure he would be eternally grateful.



Merry Christmas to all and safe flying.

Derry

Sunday – Peter Thorpe reports

Looked like a reasonable SW day but not as strong as Saturday and definitely not West Coast weather. Tow pilot Gus Cabre was waiting along with Jonathan Pote, Izzy Burr, Tony Prentice, Logan Chalmers, Steve Foreman, Shiv Chand and I think Kazik Jasica was also there. The solo pilots did not think the conditions were particularly good so the single seaters stayed in the hangar while we prepared the twin for business. Steve F was keen to prove everyone wrong, so he rigged his magnificent Discus 2 ready for his first flight.

We launched at midday in NF with Logan keen to progress his learning. Early days for him so it was mostly turning and trimming with a fair bit of talk from me. Tony wanted to refresh his back seat rating so he went off with Izzy but they only got 22 minutes compared with my 16 mins. Jonathan and I went next but still did not find any lift worth keeping. Then Steve launched with a wave from sexy slender wings and



disappeared for 108 minutes, giving lie to the claims of 'no lift'. (He did tow to 3000ft though). *(did anyone hear an engine sound perhaps)*

Izzy went up with Logan and Shiv and then Jonathan and I tried again – still only 21 minutes. Izzy again went up with Logan and Shiv to finish the day just before 5pm.

Izzy was keen to move to the club rooms but the rest of us were a bit ambivalent, so we went home. Nine launches for the day.

Gus reports from the fan blade end

I have to admit that I had not looked at the forecast (let's face it, they get it wrong 50% of the time; the other 50% they get it wrong), so was pleasantly surprised to see that the sun was promising to make its presence. However, the wind was roughly SSW and felt somewhat fast, so I did wonder if we would be hampered by a strong crosswind. The drive to the field was short - I live in Whenuapai – so arrived just after 0900. Craig, Steve and Peter were there. Steve was hoping to fly his new baby (more below) and took great care in rigging her. In the meantime, RDW was pulled out of bed so that I could my checks. Excellent! She was full of fuel (around 56 litres) but needed some bugs removing.

I then tuned onto ATIS which was giving: 200°/10 varying 170° - 240°, 30 km viz, cloud SCT 3500, temp +20/+11, QNH 1023 2K 210°/15 Kt. By the time we started, the wind was 220°/10 kts, so not much of a challenge. Peter was duty instructor, but Izzy turned up and they shared.



First to go up were Logan and Peter. Interestingly, the roll down the runway was somewhat protracted and took slightly longer to rotate than expected. The climb was also somewhat sluggish (I was starting to wonder if Peter had overindulged with the Christmas mince pies). We climbed in a bumpy air mass so finding lift with that wind was going to be a challenge. Nevertheless, we few through a tiny spot SW of the prison and they jumped at 2000'. Then it was Izzy and Tony, doing a back-seater refresher. I tried rolling this time with one stage of flaps but, again, the roll was slow and the climb shallow too, taking 11 minutes to get to 2,000'. They were back in 22 minutes. Next were Peter and Jonathan – you guessed it, a lengthy roll so I rotated sooner to benefit from ground effect. No scares but the climb to 2K took 12 minutes. I was starting to wonder – RDW was flying very well so it did not make sense.

I left them up there and came to tow Steve Foreman and his newly

acquired gorgeous Schempp-Hirth Discus-2cT ZK-GXM. Shiv joined me, who took the attached photographs, and we climbed to 3000'. Let's put it this way: with an aircraft like Steve's, good pilots can do wonders. He did not come back for another 1 and 48 minutes. You can see him departing on one of the pictures just below my wing.

Izzy and Logan were next; by the time they landed and we pushed them back, a squeak could be heard so we think that NF may have a sticky brake. In any case, Shiv followed with Izzy, then Jonathan with Peter. Logan decided to have another go as he wanted to have the longest soaring of the day. He managed it by staying up there for nearly 25



minutes, and that included several stall practices! Shiv had the last flight with Izzy and we called it a day. Nine tows, so I am quite happy.

West Coast Run – Craig Best

My first West Coast Flight

I had been asking for a while now and every time then weather looked right to me I would phone in and ask “can we go yet”, last Friday Steve W text, said there might be a coast run would I like to go. I answered the text with one word

YES

I met up with Steve, Andrew, Ivor and Derry at the field. After gets NF out and DI done with KT we were ready on the line up. Steve and my self were first to take off with Ivor and Derry in RDW, after releasing we flew down and hung around Piha and waiting for Andrew in KT, checking the wind strength and direction and giving some people at the look out a show. We set off crossing Manukau Heads with ease, rocketing down the ridge line to just before Port Waikato crossing were we stoped to climb to 2,5 k crossed pushing into wind and out to sea it seamed arriving on the other side at ridge height and then back to flying the ridge line down to Raglan.



The day was great with a south westerly off around 22 kts and no rain. We did some very cool safe low level flying at times then there was the gap, Steve asked while we diving toward a 12m wide gap with 17m wing span “do you think we might be able to fit through” we flew over the top.

Steve’s flying skill made the trip exciting a must do. I did a lot of the flying and got put through the paces to learn as much as can be taught to be safe flying the coast, thank you Steve

for that.

After returning back to Piha and checking with glider base to see if there were any others to fly, no takers so we turned around a flew back to Port Waikato then back to Piha were we slowly climbed to 2,5k waiting for a cloud street to form to take us home. Arriving back at the field with plenty of hight. Approximately 300km and around 4 hours flying, good days flying.

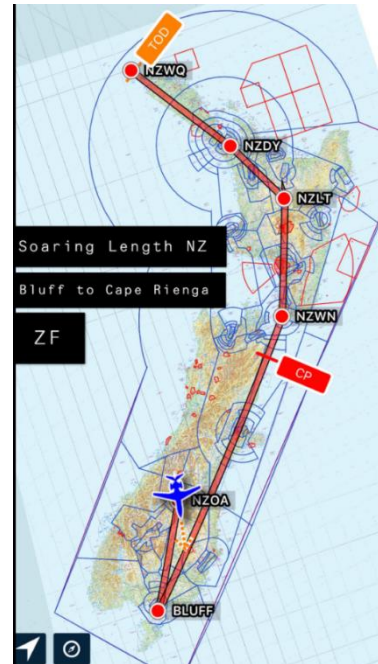
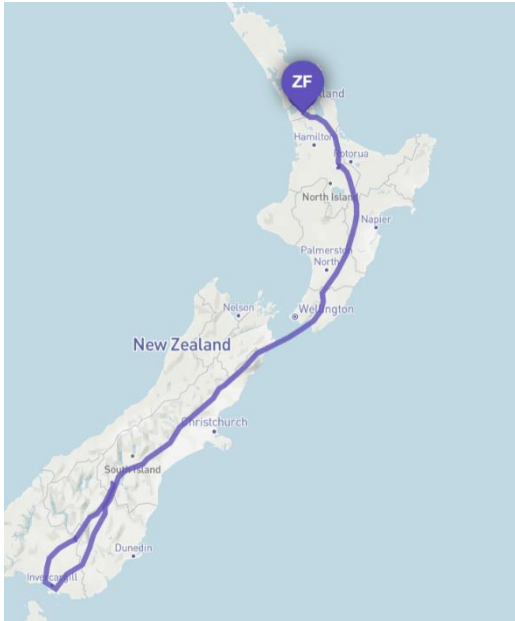


Craig



Wow – Terry and Abby Delore attempted a Bluff to Cape Reinga

Phenomenal Flight Attempt – Well done



Checkout [Delore Soaring | Facebook](#)



Well, we end 2021 – it has been “interesting” and a tough one. However, we have managed to do well as a club during these testing times. So, a quick pictorial review of the Year.

Our thanks to the “workers”



To the Achievements



To Important Celebrations



To Fashion



To the Towies



To the Instructors



Alex (First Solo) & Lionel
(3-4-21)

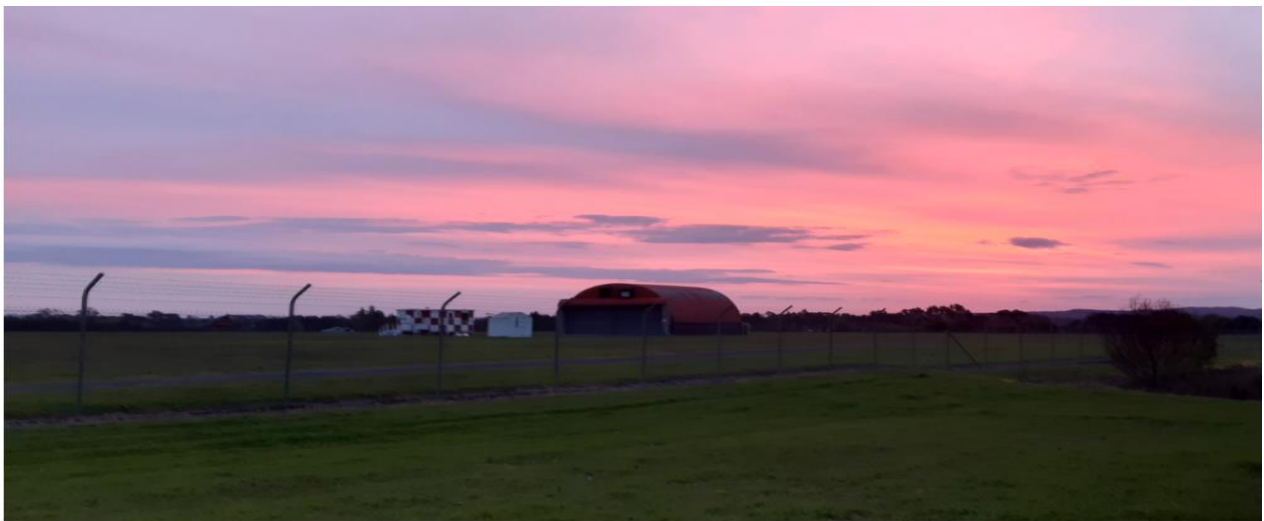
To the Adventures



To the Laughter and Camaraderie



So as the Sun Sets on another Year, wherever you are in the world, have a wonderful holiday break. We will catch up in 2022.



Our thanks to you all for your contributions, stories, photos, articles (we are all wiser about ornithology now), our overseas correspondents reports. Have a great Christmas and Holiday time with family and friends. Take care everyone.

For Sale – Go on for Christmas

ROLLADEN SCHNEIDER LS4A - GKP

Contact Steve Foreman

Phone: 0211771806

Price: \$ 60,000.00



More Information

New Paint 2020 PU
LX 9050
V9 Vario
LX Remote Stick
Winter Vario
Trig Transponder TT21
Trig Radio TY91
Wifi
Power Flarm
PLB
Re Wired with 2 LiFePo4 Batteries
with Charger
Wing Walker
Dolly Wheel and tow out
equipment
2 Wing Stands
Water Ballast.
Water Filling Equipment
Comet Clamshell trailer with
Fibreglass top Aluminium frame
Canopy Cover
Grid Cover Silver
National Paracute
1730 hours 1982 s/n 2182
New Annuals



Roster

Duty Roster For XMAS Holiday Period

Month	Date	Duty Pilot	Instructor	Tow Pilot
Dec	27	AS REQD	L PAGE	P THORPE
	28	AS REQD	I WOODFIELD	R CARSWELL
	29	AS REQD	A FLETCHER	G CABRE
	30	AS REQD	S WALLACE	D BELCHER
	31	AS REQD	I WOODFIELD	P THORPE
Jan	3	AS REQD	R BURNS	D BELCHER
	4	AS REQD	P THORPE	G CABRE
	5	AS REQD	A FLETCHER	R CARSWELL
	6	AS REQD	R BURNS	P THORPE
	7	AS REQD	L PAGE	R HEYNIKE
	8	AS REQD	I WOODFIELD	G CABRE
	9	AS REQD	P THORPE	R CARSWELL

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Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jan	15	R BAGCHI	I WOODFIELD	D BELCHER
	16	T O'ROURKE	S WALLACE	G CABRE
	22	M MORAN	A FLETCHER	P THORPE
	23	I O'KEEFE	R BURNS	R CARSWELL
Anniversary Weekend	29	K PILLAI	L PAGE	R HEYNIKE
	30	K BHASHYAM	I WOODFIELD	F MCKENZIE
	31	T PRENTICE	A FLETCHER	D BELCHER
Waitangi Weekend	5	C BEST	S WALLACE	G CABRE
	6	E LEAL SCHWENKE	L PAGE	R CARSWELL
	7	R MCMILLAN	I WOODFIELD	P THORPE
Feb	12	A MICHAEL	P THORPE	P EICHLER
	13	R WHITBY	S WALLACE	R HEYNIKE
	19	C DICKSON	L PAGE	R CARSWELL
	20	K JASICA	I WOODFIELD	F MCKENZIE
	26	J DICKSON	R BURNS	D BELCHER
	27	S HAY	A FLETCHER	P THORPE
Mar	5	R BAGCHI	P THORPE	G CABRE
	6	T O'ROURKE	S WALLACE	P EICHLER
	12	M MORAN	I WOODFIELD	R HEYNIKE
	13	I O'KEEFE	R BURNS	R CARSWELL
	19	K PILLAI	L PAGE	F MCKENZIE
	20	K BHASHYAM	A FLETCHER	D BELCHER
	26	T PRENTICE	P THORPE	G CABRE
	27	C BEST	R BURNS	P EICHLER

