

# WARM AIR 22 January 2022

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

#### Saturday

Instructing: Andrew Fletcher  
Towing: Peter Thorpe  
Duty Pilot: Matt Moran

#### Sunday

Instructing: Ray Burns  
Towing: Rex Carswell  
Duty Pilot: Ian O'Keefe

### MEMBERS NEWS

- *In Warm Air this Week;*
- *Club News*
- *Weekend Reports*
- *For Sale – Sailplane*
- *Roster*

*Thank you for the contributions from members.*

## Club News

Hi everyone, well here we go rocketing into 2022. It appears that a number of members have been experiencing some great soaring flights throughout the holiday period. The weather has been good but hot, hot, hot.

### A few points from the recent committee meeting

**PW5 VF – Unserviceable** due to a transponder fault. It is understood a loan transponder will be temporarily fitted as soon as able to allow VF to be operational. New ADS-B Transponder units have arrived, and actions are underway to get these installed in late February and tested as soon as practicable. This may result in some aircraft being out of operation for a short period. We shall advise when this will occur and impact specific aircraft.

**RDW 100 hours check** - RDW ran very well over the Christmas period completing 19 hours with just one flat tyre and a missing exhaust spring the only minor defects. We did nearly run out of hours for the 100-hour inspection so last week we took her to Parakai for Bryn Lockie to do the necessary checks. He did things like an oil change, fit new spark plugs, ease sticking brake callipers, fixed some fretting on the engine cowl, fit new flexible hoses and checked over the nose wheel assembly to get rid of some nose wheel shimmy we were getting on smooth surfaces under braking. Derry brought her back on Saturday morning and from all reports flew just fine over the weekend and is good for another 100 hours.

**Rust on GVF, GMP and GNF trailers** It was noted that Roy and Kazik have been undertaking a considerable amount of work on the GVF trailer. Again, if members can assist, it would be greatly appreciated.

## Weekend Reports

### Saturday - Ivor reports

Saturday was forecast to be warm, with not much available lift and possibly some rain early afternoon. I arrived to find Jonathan Pote and Alex Michael already there and we set about opening up. The tow plane was at Parakai following a service, so Derry Belcher headed off with Peter Thorpe to collect it, while we got the twin out and ready. We had been joined by Tony Prentice, Logan, Rahul Bagchi, Izzy Burr and others by the time we had the caravan and GNW ready at the 08 threshold. Tony also brought out GBD, although there were no takers for other singles.

Derry duly arrived in RDW, reporting that the air was 'active' (bumpy?), and so it proved at least for the earlier flights. I started off with a couple of circuits with Jonathan, and indeed as we quickly discovered, the launches were challenging, more so than things appeared from the ground.

Next up was Logan with Izzy, and while they did find a few scraps of lift, before very long they were back on the ground. Tony also tried out the sky in GBU, but without much real success, finding himself back with us after around 15 mins.

Next up for a circuit to check out the conditions was Alex, hoping to experience the conditions Jonathan had encountered earlier. However, the conditions were cycling rapidly, and we found things a lot calmer, although still without managing to find any usable lift. Alex decided to postpone his attempt at a decent solo flight until the next day.

Next to fly was Rahul Bagchi. The sky was looking quite talk upwind, although there were still plenty of gaps in the cloud, and as we launched a very light rain had started. We were soon back in the sun, but around 1500' we found ourselves back in rain, which persisted despite being difficult to see. After about 500' and with rain clear everywhere to the north we released and headed for where things looked dry. On this occasion it took us a while to escape, and while we landed in the sunshine our flight had been shortened somewhat.

Once the rain cleared through the sky looked a lot better. Jonathan went up for another couple of circuits, finding things a lot smoother than earlier, and managing some well controlled landings at the end of each flight. Logan was then going to do a couple of circuits with Izzy, but having looked at the sky he opted to take a 2500' climb to the NW. Despite very quickly almost back into the circuit, he had indeed made a good call, and once he found a thermal and climbed away, he went on to complete a flight of over 70 mins, very significantly the longest flight of the day. So well done to Logan, a good initial call followed by some good flying and some good decisions.

Overall a total of 9 flights, 10 counting RDW's return from Parakai. The day ended around 1800 after a good bout of storytelling over some cold refreshments in the sunshine under a blue sky. What a lot of weather for just one day ...

## Sunday – Steve Wallace reports

This was the day that earlier on in the week had forecast the arrival of tropical cyclone Cody. Instead, we had a 12kts easterly breeze with convergence cumulus and strong thermals to over 4,500'.

We got off to a slow start as during the DI of the twin Alex found no power. The assumption was the batteries were flat and that they hadn't charged overnight, even though everything appeared to have been plugged in correctly. So, with some difficulty the batteries were located in the back of the twin and removed. Even though the connectors didn't match the rest of our fleet of batteries the wiring was only attached via 'spade' connectors to the batteries themselves so it was figured we could change over the wiring harness to a club battery if needed. But first check the three fuses at the batteries. All good. Next check the voltage of the batteries. Both reading 13+ volts. So, batteries are charged. Next go to the instrument panel and check the main fuse. Fuse cap missing. Locate fuse cap under front seat. Replace. All working. Lesson of the day, start checking for faults at the easy end first rather than the hard end!



Once set up on 08 Matt M was first away in MP for a nice 135 minute flight. Jonathan P was next up for a 1,000' circuit in NF. We jumped off tow at 1,000' and wondered aimlessly around the sky overhead Paremoremo without circling as we prepared for the circuit, only to find ourselves at 1,700"! Clearly the sky was working. Tony P having decided things must be OK was next up in BD in an attempt to make up for a shorter flight the day before. 184 minutes later he decided he had achieved this goal.



Alex, Craig B and Logan all got hour long flights in the twin to move their training along and the day ended just before 6pm which is out cut off time, even though the lift was still pumping.

A very good day, but very hot on the ground. We were glad to be using 08 as the take off and climb performance of RDW in the heat was noticeably reduced.

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## Some Soaring shots from the Holiday Period





Thanks to Isabelle who shared pictures of her X-country sortie in MP, heading North to Springhill, Wellsford and return with Andrew (Dash) in the K6 BU. Well done and great effort.

While others went South and participated in the Drury Competition and went into the Blue and used the force, their sixth sense, their butt cheeks to feel for a thermal. Hawkeye gave his new machine a good workout. Thank goodness for the turbo to avoid a landout in those conditions.



Great photo from Logan of Matt Moran in GMP looking down on NF.



Craig took the opportunity to undertake his Human Factors Exam. Jonathan the tutor took the “opportunity” to teach the first law of commerce which allows for better pass rates. HF 101

Craig passed with flying colours after he identified the type of bird that is printed on a \$10 note.





## Big End (don't get excited)

We know the red tractor is making noises that suggest a big end bearing is worn. We just hope it does not look like the one in this photo. The engineers amongst us will understand. The rest of us now know what a Big End is.

Thanks Peter T (Tractor Engineer) for sharing.



## For Sale

**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 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