

WARM AIR 12 February 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Peter Thorpe
	Towing:	Paul Eichler
	Duty Pilot	Alex Michael
Sunday	Instructing:	Steve Wallace
	Towing:	Ruan Heynike
	Duty Pilot	Roy Whitby

MEMBERS NEWS

- *In Warm Air this Week;*
- *Club News*
- *Weekend Reports*
- *Roster*

Thank you for the contributions from members.

Club News

Club and Aircraft First Aid Kits

The Club's first aid kits have just had their annual check. A recent incident onsite which required first aid treatment, found the kit in 'NF proved entirely adequate to control a laceration and provided great initial response to the injured party. That allowed them to obtain a further check at A&E to get a good wound clean and dressing and a medical check. We are pleased to advise they have recovered well and thanked the club for the support provided. What follows is far from interesting, but a read now might be useful for 'then'.

The DUFAC (Daily use first aid kit) is the green soft bag in the caravan, and should always be the one used if possible. If the ELFAKs are used at the Field and not restocked, they may be found depleted when really needed after a land-out. The white metal box in the caravan has some spares for re-stocking but is not a first-aid kit as such. Always arrange re-stock immediately after use (I am happy to do this if informed).

The DUFAC has some extra 'goodies' compared to the ELFAKs for those happy to use them - two Guedel airways (medium and large) and a tourniquet. Far more likely to be useful is the pair of splinter forceps.

The ELFAKs (Emergency Landing First Aid Kits) have a small torch (of very limited capacity) and a mirror. Whilst smartphones have completely replaced them, the mirror is surprisingly effective for signalling to search teams on the ground or in the air. Likewise, the 'Ground to Air' signals are more likely to be useful after a landout in the Sahara or Darkest Jungle, but worth knowing as you may one day be in the search aircraft, your eyes peeled for signs of survivors.

Stay safe and remember the primary survey DRSABCD

Dangers to the first aider, casualty, bystanders e.g fuel leakage, power sources, downed overhead lines.

Response from the casualty, are they responsive, not conscious

Sending for Help – do you need emergency services help

Airway Can they breathe?

Breathing : Are they actually breathing

Circulation - Are they bleeding seriously?)

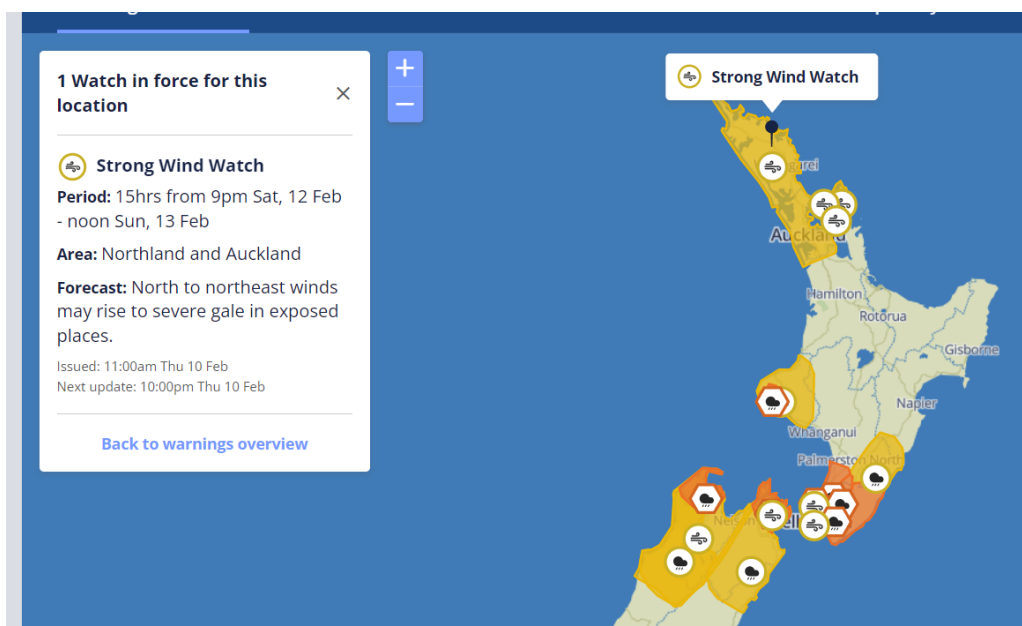
If the casualty is unresponsive and not breathing, the first aider starts CPR immediately and attaches a defibrillator (Automated External Defibrillator) as soon as possible.

Jonathan Pote

Thanks, JP, for undertaking those checks. Some of you who perhaps have not done a First Aid course for a while and may like to refer to this link on actions to take for a range of injuries and medical conditions [First Aid Library \(stjohn.org.nz\)](http://stjohn.org.nz)

Also, a reminder if you notice a **hazard**, have an **incident**, be it a **near miss** or **injury** on base, at the club or conducting a gliding ground activity please inform the committee or drop me (Ian) an email. It allows us to take corrective and follow up actions. Also, if it involves any aircraft activity remember to alert the Duty Instructor and CFI and complete an OPS 10.

This coming Weekends Weather



Metservice have the following warnings for Northland and Auckland, "there is **moderate confidence of severe north to northeast gales on Saturday and Sunday**. So if you are out at the club this weekend please check trailers are secured and chocked and check there is no loose materials or debris that may be blown onto the runways or other parts of the base.

Emergency AD applicable to MARS A.S. - ATL-88/90-1B Emergency Parachutes.

EASA EMERGENCY AD 2022-0017-E applicable to MARS A.S. - ATL-88/90-1B Emergency Parachutes

If you are the owner of this type of emergency parachute, the AD requires immediate removal from service due to a serious technical fault. Check the link for more details <https://kor.qwilr.com/Parachute-Emergency-AD-TLSbgzleTiSi>



RED Traffic Light Setting

For those wishing to continue to fly, the club will operate at this point in time. This is subject to immediate change due to an escalating outbreak and whether instructors and tow pilots are available. Key reminders

- You must be Fully Vaccinated to be on Base and at the Club.
- You need to have My Vaccine Pass App on your phone or the official paper certificate as verification.
- Don't come the club if you have COVID symptoms, are unwell, have a household member isolating from COVID or been a [Close or Secondary contact](#) or you been at a Location of Interest [COVID-19: Contact tracing locations of interest | Ministry of Health NZ](#) where you should isolate.
- Maintain Physical Distancing and Mask Wearing and Hand Washing.

Masks are essential to prevent airborne infected aerosol from an infected person when you sneeze, cough talk etc. Bandanas, scarfs are not acceptable and fabric masks are poor. So, ensure you turn up with an appropriate surgical mask or P2/N95 and wear it properly. You are protecting others when you do so. [Covid-19: GP shows how to fit your N95 and surgical mask at home | Stuff.co.nz](#)

Please take this outbreak seriously, it has a large ripple effect to you and to others. If you are feeling unwell, stay home and get tested. Check the [COVID-19: Contact tracing locations of interest | Ministry of Health NZ](#) before heading out to the club.

Wild Track

We understand that the Btraced App is no longer available for Iphones so here is another option for you

Wild Track

Tracking your glider has never been easier

One of the biggest innovations in recent years for safety and for the interest of those on the ground is the ability to live track gliders as they make their way around the countryside.

With the Btraced app no longer being available for iPhone our very own Tim Bromhead has written a new purpose designed tracking app. Available for just \$5 so no excuses.

[GET WILD TRACK NOW](#)

App Store Preview

Open the Mac App Store to buy and download apps.



WildTrack GPS Tracker 4+

Tim Bromhead

Designed for iPad

#80 in Navigation

\$4.99

[View in Mac App Store](#)

Weekend Reports

Saturday - Ivor Reports *(briefly) 😊 rumpty bumpty apparently*

Saturday was forecast to have the best weather for the weekend, although it was clear from the start that a change was on the way. When I opened up, the cloud base was looking low and quite fast moving from the north, with the breeze crossing the runway pretty much at right angles. Possibly a good day for some training??

We had a fair number of people on site before 1000, and were soon getting the twin and the tow plane ready for action. It seemed neither the military or the power section would be flying, so we would have what airspace there was to ourselves. I discussed the weather with tow pilot Gus Cabre, and we agreed that while it did not look ideal, things were well within limits so we would do some flights and see what the conditions were actually like.

Before long we had the twin trainer and towplane ready to go, and together with the caravan we set off for the 08 threshold as the wind was slightly favouring that end. Also with us was Andrew Fletcher and GKT, with Andrew wanting to get in some quick circuits before taking GKT away for a couple of weeks of flying at the other end of North Island.

First up was Jonathan Pote, and we quickly established that the tow up was quite 'lively' and that cloudbase was not far above our 1500' release height. Jonathan had been planning on practicing some upper air exercises, but in the event was able to get in a few steep turns before joining and returning to the ground, where the stiff crosswind and the effect of that wind across the trees made for a focused approach and landing, all executed well.

Shortly after we landed, Andrew launched for the first of what would be four 1000' circuits in between each of the subsequent twin flights. Certainly interesting conditions for these flights. Next up was Logan Chalmers. We were presented with a low power demonstration from Gus, with Logan quickly recognising that we were not getting fully airborne and releasing successfully.

Following Andrew's next flight, Logan took a second flight, hoping to climb higher as the sky was indeed looking more blue while we waited to launch. However, it became clear that we would still not be able to get much above 1500', so he worked on getting a good consistent circuit and a cross-wind landing, not too easy in the conditions!

A short while after we landed, Rahul Bagchi launched, again hoping to get up into the blue areas that were tantalisingly opening up. This time it was clear that the wind was strengthening from the north, which made the launch more uncomfortable as the wind crossed the trees and the large hangar. By the time we got above 1000' it was clear that the cloudbase had hardly moved, despite what it might look like from our relatively sheltered area on the ground, and at 1500' Rahul released. He planned for a bit of flying north of the field, followed by a direct base join, which the tower agreed to. There were tiny patches of lift, but larger, more significant patches of sink, and Rahul arranged to be in the correct place for a base join when the time came, with some spare height to allow for this sink. It all came together well, and we were soon on a good final approach, compensating for the stiff cross wind and touching down close to the planned for aiming point. It was clear that one flight would be enough for the day. Once we landed I met with the tow pilot and we agreed the next flight would be our last due to the weather, notwithstanding the fact that no one else was really keen to fly.

Following Andrew's final circuit, Alex Michael went up for a 1000' circuit "to experience these conditions". We discussed these conditions, and what impact they would have on the flight, as well as what allowances should be made during the flight, and then took off. It was clear from the first 100' or so of climb that having no further flying would be a good decision, with the pilots of both aircraft needing to be extra focussed. We released at 1000', with the towplane descending immediately for a landing at the hangar end of the field. Alex too would be making a 'hangar landing'. He informed the tower of his intentions, and the fact that we had the tow plane in sight ahead of us, and then focussed on getting down into ground effect with enough energy to travel the length of the runway. As we approached, we saw the tow plane being hit by a particularly strong crosswind gust and opting to go around, which led us to keep as low as possible where the wind would be smoother. Alex judged the landing well, and we were soon parked near the haul road and waiting for the short tow to the hangar.

Tony Prentice had already de-rigged GBD ready for a week away flying, leaving extra room for packing things away. However, shortly before flying finished, Clare and Joseph Dickson had arrived to unpack their glider into the hangar, where Derry Belcher could do a pre-annuals check. This took a while, and as we couldn't pack the fleet away we made an early start on telling stories about the more interesting aspects of the day's flying in the cloud dominated and firm cross-wind conditions. Once Derry had finished the inspection, and the Ka6 was safely back in its trailer, the tow plane was cleaned, everything was tidied away into the hangar, and we headed off to the club room to further discuss the day's events. Thanks to everyone who was there to help keep things running smoothly, including duty pilot Craig Best, Matt Moran and Ray Burns, as well as the pilots mentioned above. Everyone agreed it had been an 'interesting' day's flying.

Sunday - Lionel Reports

It Rained

Monday – Steve Wallace reports

It Rained some more

Steve Wallace provided this photo from the Nationals, where they had splendid soaring conditions and some great sunsets. Those were the days.



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	I WOODFIELD	G CABRE
	6	E LEAL SCHWENKE	L PAGE	R CARSWELL
	7	R MCMILLAN	S WALLACE	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	G CABRE
	26	T PRENTICE	P THORPE	D BELCHER
	27	C BEST	R BURNS	P EICHLER

