

WARM AIR 5 February 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Waitangi Weekend

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Ivor Woodfield
	Towing:	Gus Cabre
	Duty Pilot	Craig Best
Sunday	Instructing:	Lionel Page
	Towing:	Rex Carswell
	Duty Pilot	Emilio Leal Schwenke
Monday	Instructing	Steve Wallace
	Towing	Peter Thorpe
	Duty Pilot	R McMillan

MEMBERS NEWS

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

Thank you for the contributions from members.

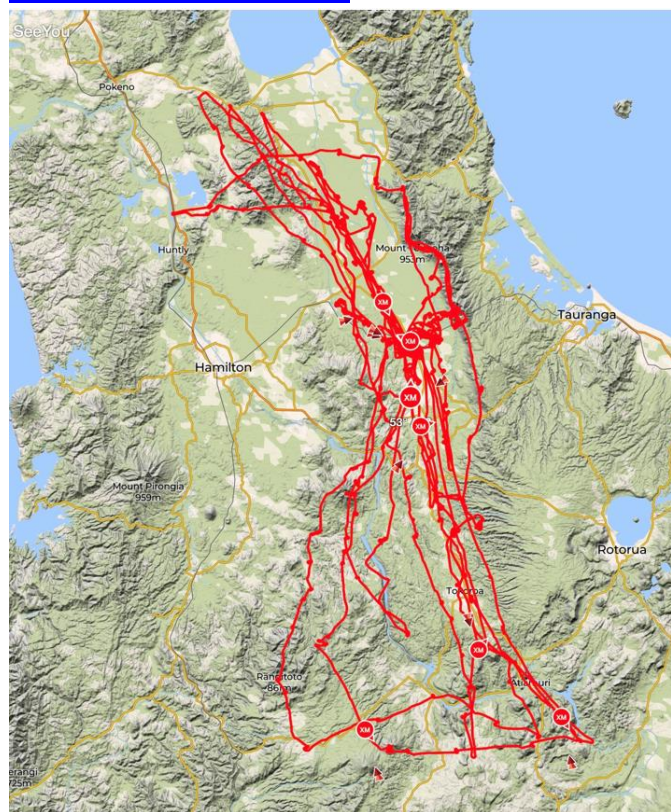
Club News

NZ Nationals

Well, the Multi-class Nationals are complete and congratulations to our Steve Wallace and the mighty KT for getting first place in the Racing Class. Steve Foreman placed a healthy 10th and this was the first comp flying his new steed Discus 2CT. Not many points in it, and very close racing. Well done chaps.

Soaring Spot

https://www.soaringspot.com/en_gb/new-zealand-multiclass-nationals-matamata-2022/



New Zealand MultiClass Nationals Jan 2022

Matamata, New Zealand, 22 January 2022 – 31 January 2022

[News](#) [Pilots](#) [Tasks & results](#) [Downloads](#) [Gallery](#)

Champions

Open			Racing			Sports		
1	VZ	Patrick Driessen 4,773	1	KT	Steve Wallace 6,118	1	AT	Murray Wardell 4,611
2	XB	Brett Hunter 4,395	2	GX	Mark Wilson 5,763	2	XF	Georgia Schofield 4,409
3	OP	Tim Bromhead 4,182	3	HW	Jason Shields 5,737	3	EZ	Rae Kerr 3,800

And of course checkout Facebook for photos etc
[Gliding New Zealand \(NZ \) - Posts | Facebook](#)

The next competition is the Northern Regionals located at Taupō that commences this weekend.

The trace of where they flew.

PW5 VF – Unserviceable due to a transponder fault. Unfortunately repairs and tweaks to the existing transponder have not been able to resolve the fault.

NF Transponder - This had an issue over the weekend, however appears to have been resolved and remains serviceable. Big thanks to Derry.



PW5 Trailer

Kazik continues to do a top-quality job with the PW5 trailer. It has a new roof section installed.

Again, many thanks' guys for the work being undertaken which benefits others.

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 you been at a Location of Interest 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](https://www.stuff.co.nz/health/covid-19/123456789/covid-19-gp-shows-how-to-fit-your-n95-and-surgical-mask-at-home)

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](https://www.health.govt.nz/our-work/covid-19/contact-tracing-locations-of-interest) before heading out to the club.

CFI Corner

Communication in controlled airspace

Please do not forget that all communication in controlled airspace (134.50) should go through the tower. If you want to talk to glider base or another glider then a request from the controller is required first. Keep your transmissions short and to the point.

Please be sensible - do not pick a time when the airspace is busy such as power traffic in the circuit. Also do not pick a time when either the police or a rescue helicopter is transiting the zone. They are priority traffic for the controller.

The handheld radios are intended for this use, so please take one. Students - check with the instructor first. 133.55 is the frequency that should be used.

Talking about radio calls, here is a good little video to have a look at [Tips on talking to ATC - YouTube](#)



Update on Graham Lake

Carol Lake dropped us a line to share with members on how Graham is doing.

Graham's Motor Neurone Disease has been progressing rapidly although we have been lucky that things plateaued for a while.

Since his birthday at the end of April he has now moved on to the stage where he is permanently in a wheelchair (he has a very flash one which reclines, tilts and raises his legs! Easy to nap in), he has lost the use of his legs, arms and hands. A lot of the time now he needs to have a neck collar on to help keep his head upright.



We have carers who come in seven days a week, in the morning they get him out of bed, showered and into his wheelchair for the day and in the evening, they get him back into bed. Sadly, we can no longer get him downstairs, so he is housebound. Lucky that we have a lovely view that he can enjoy on a nice day.

The one thing that he hasn't lost is his sense of humour. The cheeky smile has been commented on by a number of visitors. He missed seeing people during the lockdown and now with the onset of Omicron he will be in a similar situation.

Graham has been given a Windows tablet with Eye Gaze technology. Basically, it has cameras that can detect his eye movements, so he is able to type and navigate round some apps including Facebook, Messenger etc. It means we are still able to have conversations and he can keep in touch with people.

You can email Graham using gclakenz@outlook.com, send a message on Messenger or you can text him 021 994 309. He doesn't always reply right away but he does eventually.

Carol, thank you for the update. The tenacity, the strength of character and the good ole humour from both of you are inspiring to all of us.

Weekend Reports

Saturday - Lionel Reports

A good start to Saturday - coffee and breakfast with Ray and Craig while they prepared for a flight to retrieve GNW from Drury.

Off to the field just after 9am and found Jonathan dutifully waiting at the gate. Opened up to a lack of people – “could be that the derigged shell of GNF was the deterrent”. After a while those that had nothing better to do or had not heard that GNF needed rigging, arrived and we finally had the numbers to start putting her back together. We managed to put her back without too much fuss (says he who was NOT holding the wing tips).

Once rigged and DI'd we took her down to the 08 end and set up for the day. Issy kindly took Logan for a couple of circuits and then I took Debrah for a flight (nice 1-hour long flight as there was only Shiv waiting). Unfortunately, on landing the controller said that GNF's transponder was intermittent and he did not want us to fly it as it was a safety concern. We decided to ground her until we could get her transponder sorted.

In the meantime, Matthew, Alex and finally Craig took GMP up for some nice long sorties. Craig finally landing about 5pm.

A few refreshments, banter and we headed home. Good day except for poor GNF. But as it turned out she was flying later the weekend - all sorted, I hope.



Sunday - Ivor Reports

Heading out to the field it was clear that, while the day would be dry, we would have gusty Easterlies throughout. What wasn't so clear until we were setting up was the variable nature of those gusts, both in terms of strength and direction. We also knew that the transponder in the twin had been reported as being unreliable by the tower, so if engineer Derry was not available, or able to locate and fix the issue, there would be no instructional flights for the day.

A small group gathered shortly after 9.30, and we set about checking the two singles that would be able to fly while tow pilot Rex got to work on checking the tow plane. We would be operating from the 08 end of the field all day, so we also prepared the caravan and started moving it and the two singles down to that end.

By now, Derry was well into working on the issue with GNF, and while there appeared to be no significant issues showing up since the last time it flew successfully, he did nonetheless check through all possibilities, re-seated and reconnected all relevant cables, and generally gave the aircraft a very thorough check.

With all that was going on, it was around 1300 by the time we were ready to start flying. First away was Tony Prentice in GBD, who went on to spend a good couple of hours soaring about the area. Next up was Kishan Bhashyam in GMP, and he too was soon established in the patchy lift.

By this time GNF was declared good to go, and so, with careful coordination with the tower, I took it up for a test flight to confirm that the transponder was once again working as expected. I initially climbed to 2000', with the tower checking reported height and speed at regular intervals, and then worked through a series of straight flights at slow speed as well as some shallow and steep thermalling. Throughout, the transponder was reporting my height and speed correctly back to the tower, so by the time I landed back at the field the test was deemed to be a success by ATC.

Kishan returned to the field and GMP was taken up by Craig Best, who again managed a couple of hours in the changing conditions. While he was up flying, the twin returned into the air in the hands of Rahul Bagchi. The main area of lift was downwind of the field in the now northerly airflow, adding extra challenge to successful thermalling. Nonetheless Rahul managed to maintain height for a good hour before heading back to the field where we had the next pilot waiting. As we landed, we got a report from the tower confirming that the transponder had been working correctly throughout the flight, which was welcome news. During this time Logan Chalmers had arrived wanting to cover off a couple of low-level exercises as part of his training so we went up for three circuits, during which he demonstrated various skills including flying well without the use of instruments and coping with an unexpected obstacle appearing on the runway during landing. We also managed a good, simulated rope break at low level to show how such an eventuality can be safely managed.



By now it was a few minutes before 1800, and we had come to the end of flying for the day. Several people were still around to help with the cleaning up and packing away of the aircraft, which was much appreciated, and a few also stayed on for the traditional hour of story telling afterwards. The key was finally returned around 1900 after a good day of flying despite the challenges faced.

Monday – Ray reports

A strong crosswind from the Northeast all day. We dragged the fleet out to the 08 threshold.

There were thermals aloft and Alex managed the only real thermalling flight of the day at 67 minutes. Around him there were another dozen training flights with Logan, Shiv, Jonathan, Theo and our latest recruit Nick.

Say hello to Nick when you meet him.

Many thanks to Derry for making the twin flyable.



Thanks to Logan for the photos taken of GNF from his home. That was enough prompt for him to go out and grab some flights over the weekend.

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	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