

# WARM AIR 26 March 2022

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

#### Saturday

Instructing: Peter Thorpe  
Towing: Derry Belcher  
Duty Pilot: Tony Prentice

#### Sunday

Instructing: Ray Burns  
Towing: Rex Carswell  
Duty Pilot: Craig Best

### MEMBERS NEWS

#### *In Warm Air this Week;*

- Club News
- CFI Corner
- Weekend Reports
- Craig & Kazik's Excellent Adventure
- Roster and New Roster

*Thank you for the contributions from members.*

## Club News

### NZ Grand Prix & MSC Contest March 2022

Well, a big congrats to Steve Forman who placed second in his class in his mighty Discus 2cT. And Andrew Fletcher who placed a very credible fourth place in his class. Both had an awesome time. We have some stories to share over the next week or so.

And during the contest both Craig Best and Kazik Jasica were attempting their 5 hours, height gains and 50km flights. Their stories are in the newsletter below.

## A hive of ADS-B install activity



Derry and co busy re-wiring, tinkering, may be some swearing to install AD\$ \_B transponders.

### Membership and Tow Fees

A reminder to members to check that you have paid for your annual membership fees. There are several members who have either not paid or are overdue to pay their second instalment. Also, there are some outstanding Aerotow fees for some. Our treasurer will be in contact, but in the meantime please check your accounts and make the payments.

### New Roster

The New Roster is attached at the end of the Newsletter.

## CFI Corner

### Log Books

Please ensure your logbooks are kept up to date. When an instructor needs to see your logbook they are expecting it to be current and tidy. This includes the totals at the bottom of each right hand page.

### 50km and Badge Flights.

Just a reminder of the requirements.

Firstly, the 50km flight that is required for XCP is NOT the same as the 50km flight required for the distance leg of Silver C. Although the distance is the same, there are a number of additional requirements to have any flight recognised for Silver C.

#### Having an IGC file is not enough.

For any Silver C leg, the flight has to be approved by an Official Observer. "Observer" being the key word. The observer HAS to be present and convinced that the stated pilot flew the stated task on the stated day. The OO cannot just take your word for it. They must either seal the flight recorder into the a/c, observe your takeoff and prove that the seal is not broken when THEY (not you) remove the recorder from the a/c. Alternatively, they must observe your landing then remove and take charge of the flight recorder immediately after landing.

There are also a number of other requirements. Examples include (but not limited to):

- The IGC file must be from an APPROVED flight recorder (An XCSOAR log from your mobile phone will not be sufficient).
- The Flight Recorder must be correctly calibrated and you must have the calibration certificate.
- The data (pilot name, a/c regn and so on) must be correct on the recorder and in the IGC file.
- In some cases, the flight must be DECLARED (there needs to be a record in the flight recorder of what you intended to do and proof that you did it).
- For distance flights, there are rules around how much height you can lose between release and the destination.

The key to success is to talk to an OO beforehand (we are very happy to help). Understand what is required and PREPARE. So that when the day comes you know exactly what you need to do and when.

If you plan on being able to claim a flight for badge purposes, make sure you talk to an OO (myself, Peter, Lionel, Ivor, Steve W or Issy) beforehand and ensure that you know the requirements. Also please remember that an Official Observer is there to observe. It is your responsibility to ensure you know the rules. The OO will guide you but you should be clear in your own mind what is required.



An English-language video presentation based on the current Sporting Code Section 3 Gliding is now available on the FAI's YouTube channel: <https://youtu.be/KR5FIOFx9nc>

The video is just under 26 minutes long and is suitable for training new or existing Official Observers (OOs). The emphasis is on the OO's actions on the airfield.

There is now a link to this video on the GNZ web site at <https://gliding.co.nz/pilots/badges-records/>

# Weekend Reports

## Saturday – Lionel reports

An early start with a briefing from Ray (and breakfast) for my potential flight of the Grob 109 from Drury back to Whenuapai.

Jonathan was once again waiting at the gate when we arrived at 9.15. A while later we had enough customers to call Fletcher. He returned my text with a call to say it was raining where he was. Summer where I was.

First up was Alex who managed to eek out 31 minutes. Next was Jonathan with some circuit practise, followed by Craig starting his back seat rating. Logan got to fly close to some clouds as we slowly descended from 2,500ft. Later we actually managed to climb a little and stay up for 20 minutes. Longest flight goes to Alex with the 30 minutes first up.

Great day - thanks everyone.

## Sunday – Ray reports on a furiously Windy Day

If you can read the code below and read between the lines, it meant flying was inclement to the point that it was not undertaken.

### MET

#### NZWP (WHENUAPAI)

TAF NZWP 192225Z 1923/2023  
06020G35KT 20KM -SHRA SCT025 BKN040  
TEMPO 2005/2010 6000 RA  
TEMPO 2010/2023 4000 RA BKN012  
PROB40 TEMPO 2015/2023 04025G45KT 2000 TSRA BKN006 SCT020CB  
2000FT WIND 06035KT  
BECMG 2009/2011 06045KT  
BECMG 2019/2021 04030KT =

#### NZAA (AUCKLAND)

ATIS NZAA J 2332  
APCH: ILS DME  
RWY: 05 RIGHT  
RWY COND: DRY  
OPR INFO: FOR DELIVERY CTC GND ON 121.9 POSS DELAYS DUE STAFF SHORTAGE  
WIND: 040/26KT MNM 16  
VIS: 20 KM  
CLD: FEW 2000 FT BKN 3500 FT  
TEMPERATURE: 21 DEW POINT: 14  
QNH: 1013 HPA  
2000 FT WIND: REP 030/39KT  
ON FIRST CTC WITH NZAA ATC NOTIFY RCPT OF J.

## Craig & Kazik's Excellent Adventure

### Craigs Story

Well, my 50 km flight, the planning started awhile back when I asked Ray if I could do a Spring Hill trip for a 50k and he replied "*I would prefer you go to Matamata and fly to Thames*". That's a good idea I can make a trip out of this, but I needed a glider. So, I asked if I could use MP and after a number of emails to the committee and instructor team, they approved my request and I had a glider to use, Kazik was keen to do a 50k as well. Andrew mentioned that there is a competition on in mid-March and we would be able to fly during the week. So that was the week.

We de-rigged the weekend prior (thanks Alex, I owe you one). We we got away quite early on Sunday afternoon and managed to drive to Matamata and have the gliders rigged on Sunday evening ready to go.

On Monday, we partook in the competition briefing, and then we helped get the competition fleet under way. It was then our turn to launch. 🚀

I released at 2500ft into a blue sky with some clouds spread far apart and very high. After searching a bit I found the thermal which took me to 4000 feet and then made a big jump to the next cloud which managed to get me up to about 5500ft, then after another big jump to the next cloud. The next thing you know I am in Thames. After finding a climb just outside of Thames to 6200 feet this almost gave me a final glide home. By this time a large Cloud Street formed, and I managed to dolphin soar all the way home arriving at Matamata with about 4000 feet to spare. On Tuesday I did it all over again back to Thames, same flight same distance and same height.

On Wednesday, well just to prove gliding is not always easy I nearly beat the tow plane down but managed to salvage a 47-minute flight, in my defence a lot of gliders landed 🐦 out that day.

Thursday was another good flight around the area completing a 1km height gain but I took the logger out of the glider myself so that didn't count, my bad. We de-rigged on Thursday night after Kazik completed a 5-hour flight landing at around 7.30pm in the evening.

I am very proud of my Polish friend after not getting away and landing early on Monday, I think he was feeling a bit better when he found out that another PW5 landed out and it might not be his piloting skills. So, I had to inform him that a young girl in a PW5 had made it to Thames. Well needless to say such encouragement inspired him, and he got to Thames on Tuesday. He then followed this up with his 1km height gain and a 5 hour flight during the rest of the week 🦋. Well done, Kazik.

We left early Friday morning and after dropping the gliders at the base I fetched another trailer and drove back to Hamilton to fetch ON trailer.

I would like to take this opportunity to thank all the Committee members, Instructor team, Ray Burns, Andrew Fletcher, Ivor Woodfield and all the officials at Matamata airfield for making this trip and getting our 50 km task signed off possible.

Thank you all.





## Kazik's story

My story telling skills are far from ones of Alex and my experiences at Matamata were less dramatic than his attempt of 5-hour flight; but I will try my best.

We left Whenuapai around 1pm, pulling the huge trailer with glider behind. It was going to be my first, so in the beginning I was a little bit nervous. We arrived in Matamata without any problems just after 3pm - towing the VF trailer was easy. Andrew Fletcher and Steve Forman were waiting for us and without wasting any time, we proceeded to rig the gliders. A number of other pilots gathered around, each with their own advice and help.



I didn't sleep well that night, in anticipation of my 50km flight in the morning. I got up at 6 am: shaved, showered and by 6.45am, I went to check my glider. I wiped out dew off the wings, put batteries in and did the DI. I was ready for the flight. At 8 am, we had breakfast then the 9.30am briefing and weather forecast.



By 12.30pm, all gliders were set on the grid. Because Craig and I didn't take part of the competition, we were on the end of the grid. We offered to help launch the gliders, by running the tow rope and this was to become our job to the end of our stay.

By the time all gliders were in the air, it was time for us. I decided to make my first tow to 3000 feet to make sure that the extra height give me a better start. There was only blue sky above the airfield and some clouds started popping up in the distance. Unfortunately, the tow plane tucked me in the wrong direction. I released from the tow into a very weak thermal; any effort to find something better was not very successful and slowly but surely, I was running out of options and landed 51 minutes later. Radio reports coming from the gliders in the race indicated something different, the weather was booming. Craig on MP reported his position near Thames at 5000feet, fantastic it looks like he will make his 50km flight today.

Craig made his 50km flight and safely returned to Matamata airfield on the first day. Congratulations Craig: I was very happy for him. For me, hopefully another day. Maybe tomorrow will be my day.

After another restless night, the Tuesday morning weather was visibly better. More clouds, showing the location of thermals above the airfield. We took off by 2.08pm, this time I released at 2500feet straight into a strong thermal and in no time reached 5600feet. From there, I reach Ngarua where I made up the height that I lost getting there. This felt much better. From this height, I could see the

southern shores of the Firth of Thames, my 50km target. From this point, I had noticed two streets of clouds, one closer to the Kaimai Ranges and the second more to the west. I chose the easterly, closer to the Kaimais. For me, this flight was not a race, so any loss of height I was able to make up on the next thermal. As they say “*Get high and stay high*”. The next thermal stop was just before Waitoa. Again – no surprises – thermals were in abundance. By this time, I was starting to get a feel of it and became more relaxed.

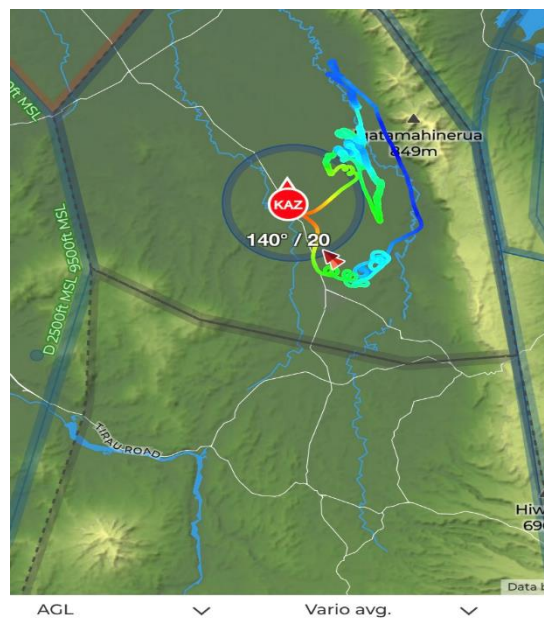
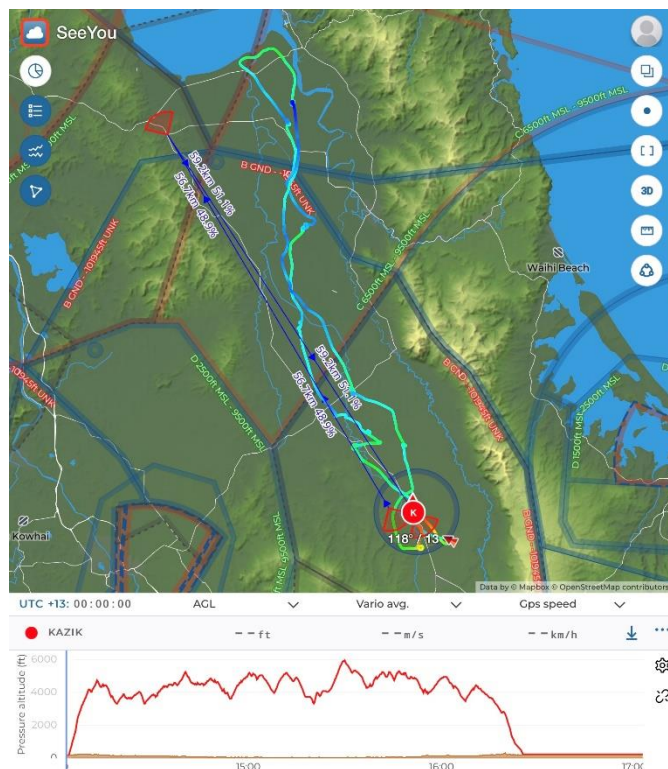
Next stop was in the middle of swamp, a strong thermal to 6000 feet. Next is Kerepehi, here I was able to clearly see Thames, the bridge over Waihou River and more to the left, the mouth of Piako river. Few minutes later I was above the southern shore of Firth of Thames, I did my 50km flight. Through my mind come question, “Should I land in Thames, or should I fly back to Matamata?”. The answer was easy - fly back, the weather conditions couldn't be better.

The flight back to Matamata felt as if it were shorter, never getting below 4000 feet and most of the time flying between 5000-6000 feet. I made my 20km radio call, then 10km call and soon after, I was above the airfield. I made it. My 50km flight was behind me and I made it home safely.

On Wednesday, we woke up to another day of lovely weather. After breakfast, Andrew asked Craig and me what we were planning to do today. I thought that 1000m height gain for my silver badge could be achievable. As you can see in the photo, I was very determined to get there. The difficulty was, that the cloud base for start was around 5000 feet only, but hopefully as the day progresses and the air around us warms up, the cloud base will increase. My tow was to 2500 feet, that meant I needed to reach 6000 feet. After 2.5hours, I have managed to reach 6000 feet indicated on my altimeter; hopefully the data logger I had with me will confirm that.

Thursday was our last day in Matamata, and we were very lucky – we got another lovely day. Perhaps today I could try to make 5-hour flight. The problem was that we were on the end of the grid, which meant our take off would be around 2pm and add 5 hours, makes my return after 7pm; which I thought would be difficult to achieve. But I had nothing to lose. When I mentioned this to Norman Duke - Contest Director, he smiled and said nothing.

I towed east of airfield to 2500 feet into a good thermal, I got to 5500 feet which gave me a good start. I manage to stay high with ease, during the entire flight. I was flying between “Golf ball” on Kaimai and Waitoa: back and forth, learning and familiarising myself with area. The second half of the flight was mainly in the shadow of clouds, it was getting colder, and the sky was changing.

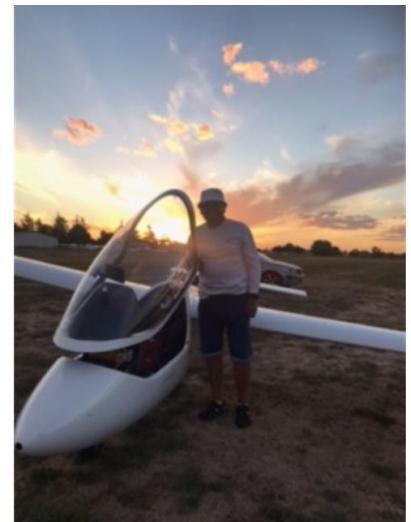
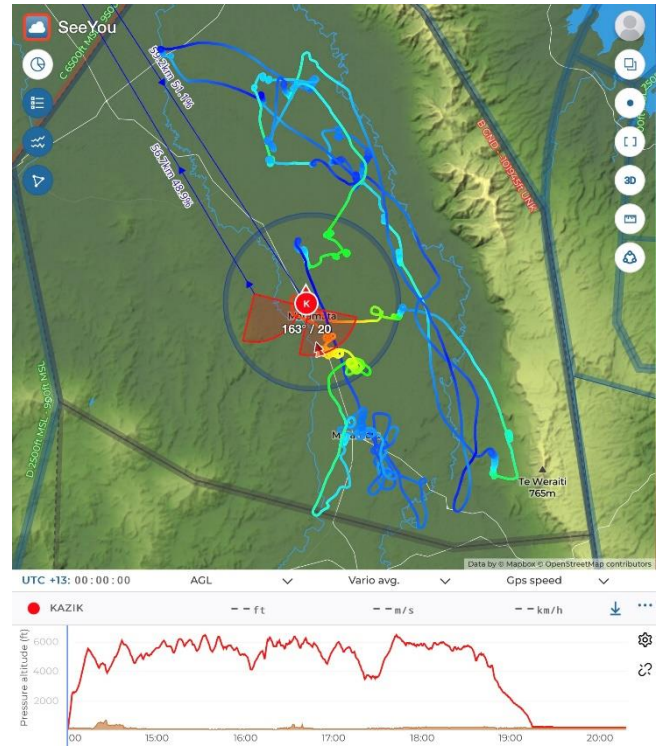




As the sun was going down, there were less and less visible clouds around. The area above Matamata looked the best and I spend the last hour above the township. I was hoping that the hot roofs of the houses would prolong my flight. I was at 5000 feet and for a while, maintaining my height hovering. Perfectly balanced with minimum movement. It felt like I almost wasn't flying but like I was hanging there. I was shivering a bit, as it was getting cold but at the same time, it was very exciting. Slowly but surely, the altimeter eventually started indicating my decent. Flying in big circles as I was getting closer to Waharoa, which is almost the start of the downwind leg of the circuit.

Every second in the air was important, I knew now that my flight will be longer than 5 hours but I needed extra time to allow for towing. My final leg was with the minimum of air brakes to extend the flight as much as possible; the landing was good. I had three instruments in this flight: mobile phone with XCSoar showing 5h15min flight, E-reader with XCSoar showing 5h16min and Colibri showing 5h20min. I hope that 15-20minutes should cover the tow time.

I had a great time in Matamata, Craig and I have achieved what we wanted to achieve. The contest was a great occasion to meet pilots from different parts of the country. Although we didn't take part of competition flying, it was great opportunity to learn what it is all about. Thank you, Andrew Fletcher and Steve Forman, for looking after us, we felt really at home with you guys. Also, a big thanks to the club and to the club committee for making all this possible.



*Awesome adventure chaps. Welcome to X-country soaring.*

## Duty Roster For Jan, Feb, Mar

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	R Carswell

## Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
Apr	2	E LEAL SCHWENKE	I WOODFIELD	P THORPE
	3	R MCMILLAN	R BURNS	R HEYNIKE
	9	A MICHAEL	A FLETCHER	G CABRE
	10	R WHITBY	S WALLACE	F MCKENZIE
Easter	15	C DICKSON	L PAGE	D BELCHER
	16	K JASICA	S WALLACE	R CARSWELL
	17	J DICKSON	I WOODFIELD	P THORPE
	18	S HAY	A FLETCHER	R CARSWELL
Anzac Weekend	23	R BAGCHI	S WALLACE	G CABRE
	24	T O'ROURKE	R BURNS	P THORPE
		M MORAN	L PAGE	R HEYNIKE
	30	I O'KEEFE	P THORPE	R CARSWELL
May	1	K PILLAI	A FLETCHER	D BELCHER



	7	K BHASHYAM	I WOODFIELD	F MCKENZIE
	8	T PRENTICE	S WALLACE	P EICHLER
	14	C BEST	R BURNS	G CABRE
	15	E LEAL SCHWENKE	L PAGE	P THORPE
	21	R MCMILLAN	P THORPE	R HEYNIKE
	22	A MICHAEL	A FLETCHER	P EICHLER
	28	R WHITBY	I WOODFIELD	D BELCHER
	29	C DICKSON	S WALLACE	F MCKENZIE
Queens Birthday	4	K JASICA	R BURNS	R CARSWELL
	5	J DICKSON	L PAGE	G CABRE
	6	S HAY	P THORPE	D BELCHER
	11	R BAGCHI	A FLETCHER	P THORPE
	12	T O'ROURKE	I WOODFIELD	P EICHLER
	18	M MORAN	R BURNS	D BELCHER
	19	I O'KEEFE	S WALLACE	F MCKENZIE
Matariki	24	K PILLAI	L PAGE	R CARSWELL
	25	K BHASHYAM	P THORPE	R HEYNIKE
	26	T PRENTICE	A FLETCHER	P EICHLER