

WARM AIR 2 April 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	I WOODFIELD
	Towing:	P THORPE
	Duty Pilot	E LEAL SCHWENKE
Sunday	Instructing:	R BURNS
	Towing:	R HEYNIKE
	Duty Pilot	R MCMILLAN

MEMBERS NEWS

In Warm Air this Week;

- Club News
- Weekend Reports
- Roster

Thank you for the contributions from members.

Weekend Reports

Saturday –Peter Thorpe reports

Friday had seen some very strong winds and we were hoping they would have died down by Saturday. However, when we arrived at the field it was clear that although the wind velocity had reduced the direction was southerly which gave a direct cross wind of around 17 knots while the 2000ft wind was 30 kts. Tow pilot Derry Belcher, Tony Prentice, Roy Whitby, Alex Michael, Kazik Jasica and Craig Best all gathered around and did what glider pilots do best when the weather is not flyable – we talked, and talked, and talked. There had been some heavy rain and strong winds during the previous week and we were startled to see high tide marks on the tyres on RDW. It seems there was about 50mm of water in the hangar at some stage. Fortunately no apparent damage to anything.



We knew that MP needed rigging but also could see that Derry had several derigged gliders spread around the hangar while he battled with the dreaded ADSB installations. It seemed best to let Derry morph from tow pilot back to glider engineer and leave MP in its trailer so that he could continue



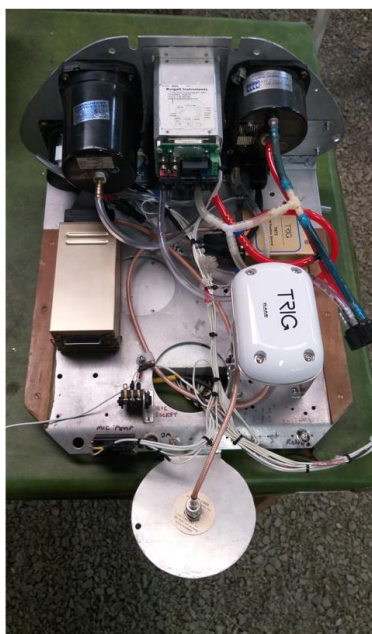
working on the gliders. Alex left to spend his time on more fruitful activities while I tested Kazik and Craig on their knowledge of how to conduct a passenger rating. CFI Ray Burns turned up having spent lots of money converting petrol to noise over at the Power Section and completed the log book entries leaving just a check flight to finish the ratings. Ivor Woodfield also appeared and joined in the talk fest while I filled in some time cutting the grass in front of the hangar. By about 1-30pm Derry had done enough for the day so we packed up and went home.

Tow Pilot, Maintenance Engineer Derry Belcher reports

The usual band of merry folk turned up to help with getting organised but a lack of people to actually fly, plus the wind and the idea of taking the operation down to the 08 end for one flight for Alex proved too much of a deterrent so duty instructor Peter T took the opportunity to mow the grass around the hangar while I carried on with the ADS-B installation in GVF until it was time to go.

Update on the ADS-B installations:

GVF, GBD, and GIV have had their old transponders and encoders removed, and in the case of GIV, the whole out of date oxygen system, and the new Trig equipment has now been fitted, new wiring looms made and fitted, and the avionics engineer, Liviu, has completed the last ends of the looms, done the initial setups, and completed the tests of the three gliders. There is just the final hundred and one small jobs left to complete, plus recalculate the weight and balances, compute and make new placards for cockpit weight, raise new 2129 and 2173 forms, plus the mod form and electrical load analysis form, and have it all certified. Then, of course, there is the matter of a recorded flight test... Thanks to Tony, Ivor, and Kazik for their help during the installations as the second pair of hands is most helpful at times.



GBU has also been fitted with its new equipment and should be ready for the final wiring and testing by the end of this week now I have received the wiring loom.

Sunday – Andrew Fletcher reports

I met Craig Best at the usual cafe at 0830 for a leisurely breakfast, we opened the gate at 0930 followed by the hangar and waited a while for someone else to arrive. We didn't have to wait long for Ray Burns and Rex Carswell to turn up, not far behind them was Alex Michael, Kazik Jasica and Nick Uylie a new member with just a handful of flights under his belt.

Runway 08 was in use, and all was duly set up ready to go, Alex was my first customer for unusual attitudes, high speed flight, lazy eights and a simulated paddock landing. We set up the paddock boundary fence and got going. After a tow to 3000 feet, we went fast to explore control effectiveness etc followed up with lazy eights which were excellent. We were soon down to circuit altitude, pre landing checks completed. An approach and landing flown to our paddock, a successful flight. We did another one later just for the paddock landing, a good approach and landing by Alex resulting in 125m from the boundary fence, very respectable!

Next up, Nick for his 7th flight, once over 1000 feet Nick flew the launch and did very well. Once off the tow we practiced turning and flying at a given speed, Nick's attitude control was good, well done Nick keep up the good work.

A flight with Kazik was next for me, a good workout of basic flying skills, steep turns, boxing the tow flying with the instruments covered while thermalling at steep angles of bank all rounded off with an out of position circuit.

Craig is working on his back seat rating, so into the front for me. We tried to thermal but Kazik had stolen all of them on his flight with a 1000 foot climb. Nevertheless, a good flight, Craig is getting comfortable in the back.

That was my day, see you all again on the 10th 😊

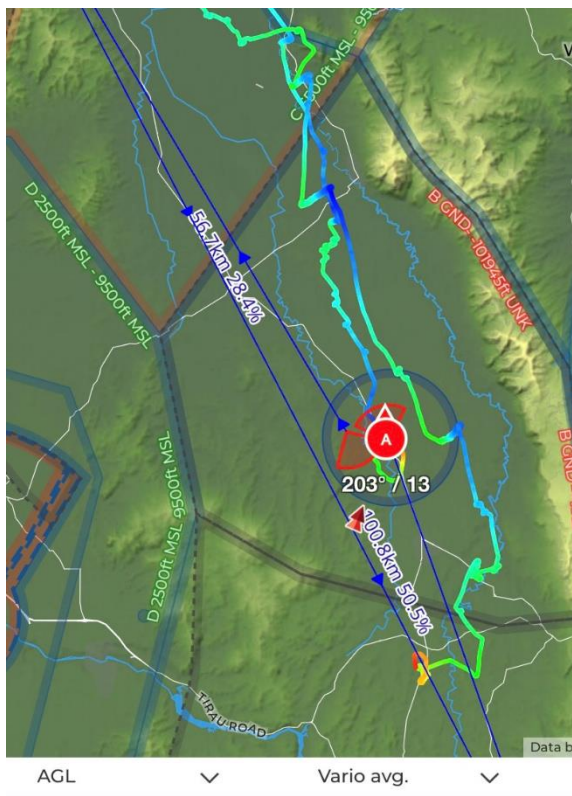
The Matamata Soaring Centre Grand Prix – Andrew Fletcher provide a rundown of the Grand Prix

Practice day.

The Matamata Soaring Centre Grand Prix was due to start on the 12th March with the practice day. I loaded the car up on Friday 11th picked up the trailer with GKT drove down and got set up ready for practice day.

After a short briefing the next day including a task set by the competition director I gridded KT and waited for the conditions to get going. I towed into a very average overcast sky. After climbing as high as Possible I set off, the climbs were weak and slow. However I pushed on into the first turn point circle at State Highway 27, turned South to head towards the next turn point, Ngatira, passing Matamata airfield I was low and considered giving up, but bumped into a reasonable climb to 4000 feet so carried on. It didn't take long to get low again, this time there was no climb to save me. The day ended in a stubble field that had been cut about a week prior to my arrival.



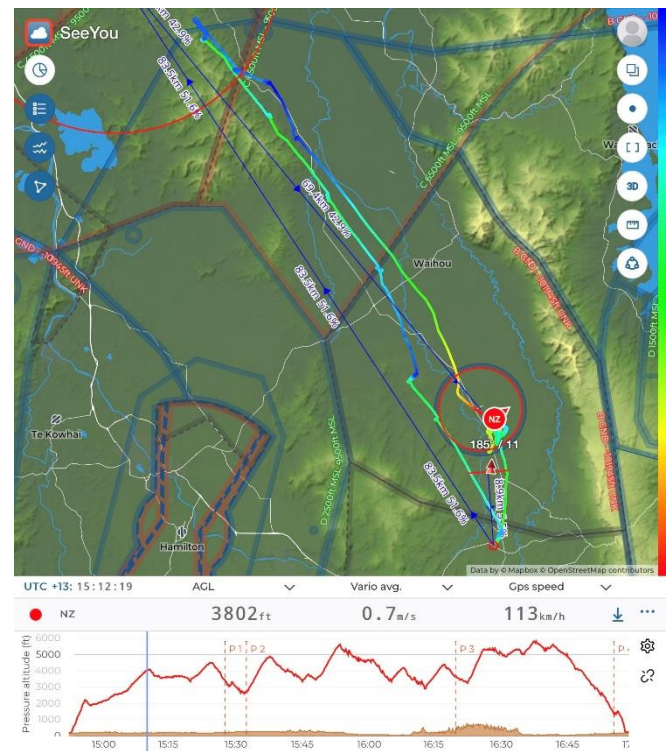


Day 1 was cancelled due to weather.

Day 2 dawned and promised better conditions, briefing completed and task set I gridded KT ready for the launch. Craig and Kazik were also here with GMP and GVF to do their 50km flights so my next job was to brief them and make sure they were set up at the back of the grid. Little did I know how good this day would be!

I towed into a blue sky in the Matamata area with clouds further away on the course. The start height was 3500 feet with a max speed of 80kts, my first GP start went well, I crossed the start line under max allowed altitude and speed just 3 seconds after the line was opened. Other gliders around me stopped at the first available climb but there were too many of them in a blue thermal. It wasn't far to the first turn point and there was a cloud there. I arrived into a stellar climb with the thermal all to

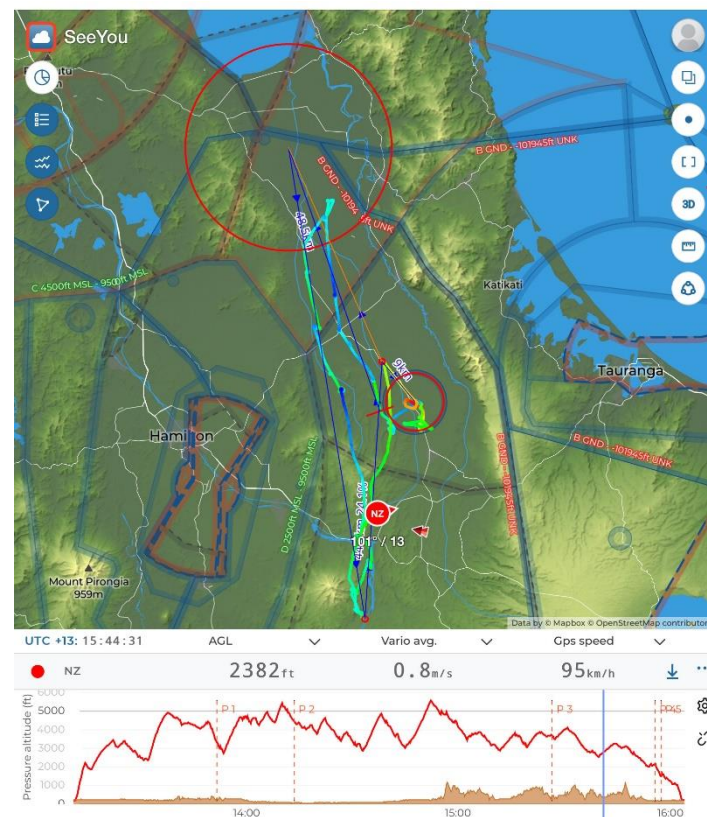
myself up to 5000 feet and off North, 85km to the next turn, a long blue area to cross but I had the height to do it. I made the clouds and climbed averaging 6kts to over 5000 feet. I got down to the turn point circle and flew to my handicapped distance and turned, it was now a drag race to the finish line. The climbs were amazing I was confident in every cloud to deliver, final glide came, I made sure the macready was high giving a high speed on final glide. As I got closer to the finish pushing the speed up crossing the finish line at 120kts at 1000 feet, 200 feet above the min altitude. What a day 140km at 95.85kph average speed.



Day 3,

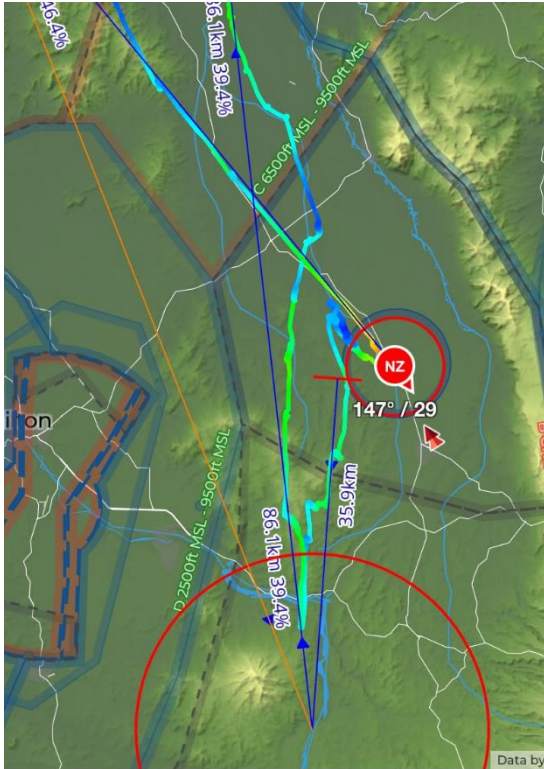
First North to Flaxmill, South Arapuni Dam, East Ngarua junction then finish at Matamata. A good day forecast, briefing done, KT on the grid, now wait for the launch.

A good start, a very quick run North to Flaxmill and South until Karapiro at over 90kp/h, then it got sticky. The sky was overdeveloped and the climbs were weak and scrappy, in the end I just had to get to the turn point and get out of the area. There were several other gliders all struggling to climb. I was getting low about 18km South of Arapuni, I had selected paddocks but was still fighting to stay in the air. Finally a climb, but only to 2700 feet. Still it was enough to glide clear of the overdevelopment into better conditions and dolphin my way home at a very conservative speed. 158km at 75.6kp/h, unfortunately a distance penalty for not going far enough for my handicap into the first turn point circle, still 3rd place yesterday and 5th today, and I made it round 😊.



Day 4 MSC Grand Prix

I am getting into a routine now, DI the glider, get it onto the grid then briefing. A fairly big task today, Arapuni Dam - Kerepehi - Monument Road - Matamata, 190km for my handicap.



We waited for clouds but got none, it was going to be a blue day. I've never done a cross country on a blue day, oh well the trailer is hitched up on the car for my certain land out.

We launched and to my surprise I got a climb to 5000 feet, the start was announced over the radio and we were off. The first thermal was busy all nine of us in the same thermal and it wasn't a very good one to boot. I left on track and got some scrappy climbs to around 3000 feet. At Arapuni Dam I was down to 2000 feet searching for a climb but not really finding anything descent. Making my way North trying all the expected hot spots was not yielding anything fantastic but at least I was not on the ground. I could hear on the radio people were landing out, my next stop would be the Waitoa Dairy factory, surely that would work, it did straight up to 5200 feet, I'm feeling good again.

The swamp was the obvious direction to take, the swamp always works they say, it did a bit but the thermals were so small I couldn't stay in them so I settled for dolphin flying. I arrived at Kerepehi low again. There was a tractor in a paddock stirring up the dust from the dry ground, I searched overhead and just downwind, it took me a minute or two to find it but when I did it was worth it, back up to over 5000 feet.

Off to Monument Road on the South West corner of the Firth of Thames and there were some clouds. The clouds delivered a good climb, the Monument Road turn point was only 5km away so off I went, clipped the turn point and turned for home.

Not a cloud in sight and almost 70km to go, to start with I flew on the West side of the hills that run up to Morrinsville but all I got was sink. It was late in the day, the thermals would be fading away, I switched to the East side of the hills, I needed to try something different. The gully's were bathed in late afternoon sun, I caught a bit of a climb so circled but only gained a few hundred feet. I pushed on getting down to 2000 feet trying all the likely spots for climbs then boom a good one back to over 5000 feet. The computer now said I have final glide but it was skinny, I could see a tiny cloud up ahead on track, that would be my next likely climb. It worked back up again now with a much more convincing final glide.

The run home was good 40km dolphin flying, the macready value was climbing so I started to increase my speed. At 10km out I was doing 90kts by the time I crossed the finish line 120kts. A hard day but a good one arriving home after 1800. Average speed 73kph, distance 192km and 2nd place for the day, that was unexpected!

Many thanks Dash sounds like an excellent and exciting event and may be a few other may participate from the club next year. And well done.

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