

WARM AIR 9 April 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	S WALLACE
	Towing:	G CABRE
	Duty Pilot	A MICHAEL
Sunday	Instructing:	A FLETCHER
	Towing:	F MCKENZIE
	Duty Pilot	R WHITBY

MEMBERS NEWS

In Warm Air this Week;

- *Weekend Reports*
- *MSC Grand Prix – “How did you do it”*
- *Maintenance Snippets*
- *Roster*

Thank you for the contributions from members. Thank you for sharing your stories.

Weekend Reports

Saturday – Ivor reports

Saturday looked like it might be a good gliding day. I arrived at 9.30 to find Ray Burns had just arrived and was on the phone with our engineer. As we opened up, towie Peter Thorpe arrived, as did Tony Prentice and Shiv Chand. We had several gliders in the hangar in the midst of having ADS-B installations completed, so sadly the only glider serviceable was our training twin, GNF.

In talking with Base, I learned that a full engine test run for the Boeing had been scheduled, and it would be positioned in such a way that we would likely not be able to use the runway during the test. At that stage the test was scheduled for an 1130 start and could be over in an hour or so. We decided to wait. Alex Michael and Roy Whitby had also joined us and we started to get ready. Peter used the time to go and fill any empty fuel containers having fuelled up the tow plane. We looked at the sky and saw that the cloudbase was becoming steadily lower, although the sky was still generally looking OK for gliding.

By 1130 the ATIS was talking of a 1500' cloudbase, and although there were big blue patches and some good-looking cumulus formations, it seemed likely that any thermals might not reach that high. It was also now clear that the planned engine test had been delayed, and it was looking less likely that we would have much time for flying.

Peter got the lawn mower out and set about tidying the area of grass behind the hangar, while various discussions were taking place. Ray by now had set off with a list of tasks that needed doing elsewhere.

By the time the Boeing was towed out into position it was clear that we would not be flying for some time, especially as the test could now be running for a couple of hours. Therefore, we made the call to finish off the various little tasks that were being worked on, lock everything up and head home. Hopefully things would be better on Sunday.

Sunday – Ray reports

Although a nice-looking day not a lot of activity. Ruan arrived just as I sat down with my coffee and Alex was not long after him. Roy, Tony, Craig, Lionel, Ivor, Nick and Peter all swanned in and out at various parts of the day.

Peter came out and leant a hand while Alex and I took the 109 out to Parakai for some field landing selections. When we returned Alex twisted NW's arm enough that it actually went up at 4 knots over the prison with the engine idling. So, some strong lift for a short time at least.

The biggest news of the weekend is Kazic and Craig's XCP completion. Well done chaps. A big **congrats** from all of us.



We were all finished about 1500 after 5 launches.

“Ambidextrous” Peter Thorpe provides a Saturday and Sunday Glider and Tow Pilot Report.

Saturday 2 April looked like a good day so we set about preparing the aircraft and then Base Ops advised us that a B757 would be parked on the end of runway 08 for engine runs for about two hours from 1130. This blocked grass 08/26 so we would not be able to fly during that time. I prepped and refuelled RDW then went off to fill the fuel containers but when I returned there was no B757 activity. It seemed they were going to be late starting and they did eventually begin but by then it was clear the gliding day was pretty much a non-starter so we packed up and went home.

On Sunday CFI Ray wanted to use the G109 motor glider for some paddock selection training so I offered to take over as duty instructor. First flight was a low level tow failure to complete a BFR for Kazik Jasica. We were operating off 08 with nil wind so the take off performance was a bit sluggish and we were lower than usual but by about 350ft agl I judged we were safe and I pulled the handle. Kazik carried out a good turn back to land down wind on 26. BFR completed so well done Kazik.

Next was a general training flight for Nick Uylie on his seventh flight. He made a good attempt at the aerotow above 1000ft and we spent most of the flight practising rolling in and out of turns to help make the use of rudder with aileron instinctive. His control of speed and bank angle was good for a new student and we can expect to see him progress quickly. The wind had turned S/W so we moved to 26 and waited for Ray and Alex Michael to finish their paddock selection flight so that Alex could finish the day with a solo in NF.

It has been a month since starting to fit the new ADS-Bs to the first batch of four gliders. What started out as just GVF and GBD has grown to include GIV and GBU, and as of last Sunday, my own glider, GMR, as it was at home and looked like a simple exercise..., except for making a bespoke bracket to mount the GPS aerial, and a small infill panel for the control head.

How did you do it?

Steve Foreman shares his story of flying The Matamata Soaring Centre Grand Prix.

A great question to be asked at the morning briefing at competitions, its means you are the winner from the day before, and you get to tell others about the flight while a tracking trace is shown on the big screen

From the start of the comp, I didn't think we would have had so many days flying. On Friday it looked like horrible weather for the following week and turned out completely the opposite.

Practice day was looking great but I had to start the engine twice in the flight which saved a landout (hoping this wasn't a sign of things to come) with the motor starting at 500ft on downwind of some great paddocks

First Task Day was cancelled due to weather, this turned out to be the only day we didn't fly, so the first day was Monday

There were a few more considerations flying A Grand Prix race.

- No faster than 80knts crossing the start line
- No higher than 3500ft across the start line
- With time penalties,
- Day disqualification if turning in the start area before the start countdown.

Just crossing the start line seemed to be a competition in itself. Who could start the closest to the "start line" opening (*Dash crossed the line within 3 seconds of the start which was the best of the comp*) who was the highest and fastest, and this made for some exciting side by side racing. Most starts were at the altitude of 3500 ft and most often it was every one on a glide to the same first thermal, which quite a few times ended up being a low game of chicken! The distance each glider was set was based on handicaps which allowed for close finishes across the line, many within seconds of each other. We had to be a minimum of 850ft crossing the finish line, 2.5km from the field, and first to land, which meant 9 times out of 10 they were the day winner. You knew exactly how you did straight away for the day, compared to an AAT or Racing task where pilots can choose a start time.



First day XM came in 1st to my surprise, it was also the fastest speed for the comp and for myself on a thermal task. Had an awesome 59km final glide at speed and 2 minutes ahead of 2nd place

Day 2 finishing 5th, I had got low at Arapuni dam, 570ft which took a while to dig myself out.

Day 3 the main competition was from a couple of young talented pilots John and Sam from the Auckland club in the Duo Discus, with only a few hundred hours between them they flew exceptionally well. Today I pulled off another win home 10mins before the FatSmeg Cowboys in 2nd (the team name for John and Sam).



The next day a 5th place, I received a penalty for being 24knts too fast past the start line, Although it felt great passing and pulling away from the cowboys! They wondered if they were flying to slow.

Task 5 I had a good start and could see all the competing gliders converging towards a thermal. It was that game of chicken again with 3 of us at 1300ft in a weak thermal, but we all got away. The second leg was 85km, while some headed to the Kaimai's. I took XM down the middle connecting with 5 beautiful 6+ knot thermals straight into the core and had a great run. In between thermals I was cruising at 100 - 110 knots. On the final glide I had to stop as was at 935ft with 14km to go and had thought I had blown it again, but the mighty XM brought me home 10mins in front again. Although another penalty of 5mins as I was short on distance by 500m. Luckily I had some to spare time and I placed 1st for the day.



The last day and there was still no outright winner, yet in my head, I had to get first and the cowboys 3rd, no pressure, I was last off the grid and helped launch most of the competitors hoping for good Karma.

This time I just sat behind a little on the start and watched where the rest were going, down north east of Mangakino, it was bit soft and lost sight as we all when different directions. Later when the Cowboys joined a thermal, I had thought they had gone too far, we turned and headed back over Tokoroa where we were joined by Ross Gaddes. We had 53 km to go, all being on final glide. I started at 100knts and had to slow back to 70knts by the time I reached Matamata at 1230ft and still had to cross the finishing line which I just did at 820ft in front of the Cowboys by 8sec and Ross by 90sec

With the flight logs in I hadn't flown far enough and got scored as a Landout before the last turn point. In the end it didn't affect the overall results with a 2nd overall placing.

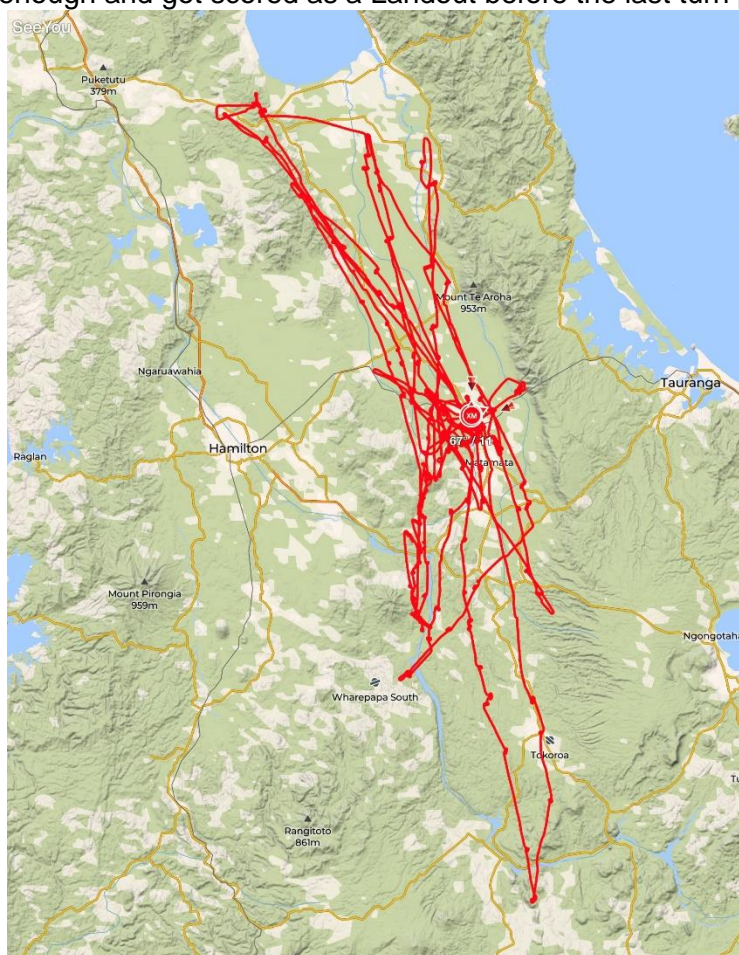
Well done to Dash, Craig and Kazik looking forward to next season with good representation from our club at competitions.

Cheers

Steve Foreman

Great yarn Hawkeye and very well done. Settling into flying is mighty new steed.

Andrew Fletcher (Dash) will continue to share his stories of the Comp next week.



Maintenance Snippets

Derry shares his knowledge and wisdom on the ADS-B installs.

Why has it taken so long? Good question, and the only answer I have is that if you like to come out and watch when we do another one you will start to understand why. As Putin found out, nothing quite goes to plan, and in this case, other things often have to be sorted out while doing the installations. Ask Ivor about verdigris...

There have been a few things that have cropped up during the fitting of the new ADS-B transponders in the gliders so far. One eureka! moment was finding the intermittent transponder fault with our PW-5 GVF.

After the new unit was fitted to VF and had passed the initial setup and ground testing, the looms, wiring, and co-ax aerial cables were finally routed and secured and I did a last power-up just before retiring for the evening, only to find that the transponder was dead! Suffice to say that this was a bit disheartening as any thoughts of a normal dinner time went flying out the window as quick as a berserk witch on a broomstick.



Fault-finding started by checking fuses, then progressively disconnecting looms, even removing the top section of the instrument panel again to check for wiring issues at the fuseholder.

The following morning when Liviu came back to work on another glider, we both attacked the problem with VF and the problem was solved shortly after.

I noticed that the transponder fuseholder cap was slightly longer than the rest, and after some checking, found it was an oddball cap which did not push the fuse in properly against the inner springloaded contact. This was something that you could not see without disembowelling the panel and having 4 eyes and two sets of hands.

Why, when, or how this came to be fitted is anyone's guess, and it has caused ongoing trouble for some time. This is why it is important to write in the DI book under pilot maintenance, or logbook every little change we make as it can save a lot of time in the long run when fault-finding.

Being intermittent, it was the real headache. It even worked during the testing... I am very relieved that we found it.

The picture shows the subtle difference in the two caps. Disregard the 3AG fuse on the right.



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