

WARM AIR 7 May 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday

Instructing: I WOODFIELD

Towing: F MCKENZIE

Duty Pilot K BHASHYAM

Sunday

Instructing: S WALLACE

Towing: P EICHLER

Duty Pilot T PRENTICE

MEMBERS NEWS

In Warm Air this Week;

- Club News
- Weekend Reports
- CFI Corner - BFR Guidance
- Roster

Thank you for the pictures, stories and contributions from members.

Club News



A very loving gathering took place last Friday to celebrate the life of our friend Graham. There was a large attendance of current and ex-members of ASC Gliding amongst a throng of Grahams' family, many friends. It was a very loving commemoration with many stories, laughs and banter. Peter Thorpe eloquently spoke on behalf of ASC Gliding. The family had requested that donations be made to Motor Neurone Disease NZ to help support people and families impacted by MND and to aid research. The club committee has made a donation on behalf of the club as we have had several members impacted by this disease. A number of members have made individual donations and if you would still like to make donation, please click on this link <https://in-loving-memory-mnd-nz.raisely.com/grahamlake>

Rapid Dry Towels.

One of our excellent Rapid Dry Towels seems to have gone walk-about. These are the pair of grey towels that are hung up in the hangar. There is only left and it is pining for its partner. If you know where this towel is can you please return it to the Rope in the hangar.

Weekend Reports

Saturday –Peter Thorpe reports

Ray Burns texted me that he had drawn the keys as he wished to rig his Ka6 GBU to test fly the ADSB installation so by the time I arrived the hangar was open and rigging was in progress. Jonathan Pote was there to guard the gate and tow pilot Rex Carswell was ready to DI RDW.

First up though, horror of horrors, the Twin was not in the hangar but was on its way from Matamata where Ivor Woodfield had instructed at the Cadet Forces camp. That meant we had to rig it before flying and sure enough Ivor arrived before 1000 with NF in tow. A good team was present in the form of Ray, Rex, Jonathan, Ivor, Ian O'Keefe, Tony Prentice, Roy Whitby, Alex Michael, Kazik Jasica so I pleaded senior citizen status and supervised from a safe distance while the dance of the riggers was performed.



Eventually there was that satisfying 'click' (*that was our backs*) and everybody relaxed (*Collapsed*). It took a while to do all the taping and duplicate inspections so it was not until nearly 1230 that we made the procession to the 08 end. The wind was 080 08 kts with a high barometric pressure of 1032, pleasantly warm and some Cu clouds around 3000ft.

Ian O'Keefe had not flown for a while, so he wanted to do several dual flights to bring himself back up to speed. The first was to 2000ft with boxing the tow on the climb and then some upper air general handling exercises.

Then Ray went off in GBU followed by Kazik in GVF and Alex in GMP. Ray made a second flight in GBU and then Ian and I made three flights in quick succession, including one where he flew from the back seat. It was an easy day for me as Ian was not that rusty and all I had to do was relax in the back seat and make a few encouraging noises.



Ray spent some time briefing new student Ken Fang so it made sense for him to take him flying after which Ian went solo in NF and finished with a hangar landing. I don't get to drive the yellow tractor very often but for the second time in about three weeks the engine stopped half way back to the hangar due to the fuel level reach the reserve level. I dipped the tank and found it still had 30 litres so the reserve is pretty generous.

Longest flight for the day was Alex in MP for 69mins and a total of 11 launches. We wrapped up the day with a drink and a chat about the world at large.

Editor's Note: Nice to get up in the air again and fly with the instructor who sent me solo 28 years ago. I just need to teach him how to find the lift when he is PIC.



Sunday –Ray Burns Reports

A little early rain didn't dampen the spirits of keen and committed. Jonathan arrived not long after myself followed by Derry, Alex, Roy, Tony. We were joined by David Noone who was keen to experience the wonders of engine-less flight having completed a PPL in the USA and currently converting it to NZ at North Shore. Say hello when you see him next.



A reasonable NE wind meant a trip to 08 to setup and then a halt until about 1230 while we waited for a few rain cells to skirt the field. It was great to see Graham's grandson Caleb out and great to fly with him.

The sky looked very encouraging but provided very little in the way of lift. David, Nick, Shiv and Jonathan all flew NF and Tony, Matt and Alex aired the singles. Alex managed the longest flight with 45 minutes - it was that kind of day and Nick came in second with 36. We finished up at 1630 and finished up the paperwork in the clubrooms.



A Crafty Towpilot has got everyone else cleaning his plane at the end of the day. Sparkling



I know what you are all thinking – the grass does need mowing.

CFI Corner – Ray Burns provides guidance on preparing for your BFR.

Biennial Flight Reviews (BFR's)

The instructor panel team has created a document on the club website (Documents/BFR.pdf) to provide some guidance for members on what to expect for a BFR. The document is reproduced in total below, but a copy will always be on the website for your reference.



Biennial Flight Reviews are required for all post solo pilots. If you are a student pilot (i.e., pre XCP) your BFR will focus only on the items you have been taught and signed off as competent on the syllabus sheets.

If you are not a current instructor the chances are that you will do most of your flying in the “normal” flight envelope. The BFR process is intended to ensure that you keep the skills you learnt in the early parts of your flying and that you get a chance to practice and review those skills on a biennial basis. Whilst we expect that you do not perform some of these manoeuvres regularly, they are the skills that will save your life when push comes to shove.

In the case of the final flight test, students have gradually progressed from mostly dual to mostly solo. Consequently, the practice of non-normal flight manoeuvres has gradually decreased. This document sets out what you should expect from a BFR or flight test and what the instructor is expecting.

Preparation

You are expected to prepare. The instructor will also do some preparation so please arrange your BFR in advance.

Log Book up to Date

Your Log book should be up to date, totalled and the totals on the RHS page completed.

BFR form hours completed

The BFR form is OPS11 and can be found on the GNZ website. At the time of writing:

<https://gliding.co.nz/wp-content/uploads/currentdoc/OPS11.pdf>

Complete the bottom LHS box before you come out to the field. Note that you will need to have your TOTAL glider time, and, for the last 12 months only: PIC (P, P1 and Instructing) hours and launch count.

Weather, NOTAMS

We expect you to have some idea of what the weather holds for today. If you do not tend to fly cross country then you should have at least visited the MetService website and know what the forecast for the wind is today. Will it change during the day? What is the likely cloud base?

If you tend to fly cross-country, we expect you to have a better grasp. What is the weather likely to do north of the airfield? Is a convergence predicted? Have you checked the NOTAMs for airfields north? E.g., Are all of the vectors available at North Shore? Whilst the BFR will not be a cross-country flight we expect you to have prepared as if it is.

Some basic theory

Expect to be asked some basic theory. An instructor is not expecting you to give them complete brief on a manoeuvre but they will expect that you (for example) can identify that a spin is a stalled condition whereas a spiral dive is not. Expect an instructor to ask you something like this prior to the flight.

Do some flying

If a BFR is upcoming do some preparation flying. You can do this either solo or with an instructor. Mark these as such in your logbook so that an instructor can see you have done it. It would be a good idea to remind yourself of the spin characteristics of the club twin.

Flying

Look at the form.

The form contains the items the instructor may ask you. Note items such as weight and balance. Have you read the flight manual recently? Copies of the flight manuals for club aircraft are on the club website.

Typical exercises.

An instructor may ask anything at all in a BFR. However, the sorts of things that are likely to come up (in addition to spinning) include stalls, tow boxing, steep turns, side slips, no-brake approaches and launch failures.

Mandatory flight elements

There is only one mandatory flight element in the BFR - it is spinning.

A BFR is a two-way session.

An important part of the BFR process is your opportunity to spend time with an instructor and do things you want to do. Instructors will be flexible. If there is something you are unsure of or would like a refresher, please say so.



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