

# WARM AIR 11 June 2022

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

#### Saturday

Instructing: A FLETCHER

Towing: R HEYNIKE

Duty Pilot R BAGCHI

#### Sunday

Instructing: R BURNS

Towing: P EICHLER

Duty Pilot T O'ROURKE

### MEMBERS NEWS

*In Warm Air this Week;*

- *Weekend Reports*
- *Winter Lecture Series*
- *Christian Derold - Celebration of Life Invitation*
- *Roster*

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

## Weekend Reports

### Saturday – Ivor Woodfield reports

The day dawned with a nice looking sky. The wind was a very light breeze from SW but forecast to come round more easterly.

I started with breakfast in the local cafe with Ray Burns, who was scheduled to fly the motor glider GNW with ATC cadets for the day. We opened up around 9, and had soon been joined by a small group, including Jonathan Pote, Tony Prentice who was off to get a WoF for his trailer, Peter Thorpe who was tow pilot in place of Rex Carswell, who was unwell, Alex Michael, who went off to get fuel for the planes and Roy Whitby, who spent time sorting stuff out before then getting ready to deploy the caravan.

No one was keen to fly either GNF or GMP, the two serviceable gliders, so we had some time to get everything out and checked. While this was happening, the light breeze did indeed move around to the east, so the caravan was moved to the 08 end and set up for the day, and Ray started flying GNW from there as well.

Once Alex returned with the fuel, the plan was for us to take GMP to the 08 end so Alex could go for a flight in what looked like a steadily improving sky. As he was setting off, David McGowan arrived wanting to fly GNF so we collected that up as well and all moved to join the caravan.

By the time we were set up, GNW had already done a couple of flights and was ready for another. Ray had a number of cadets in the group. At that point we all had to wait for a while for a military aircraft departure

Our first flight in NF was with David M, who was wanting to cover off a couple of training exercises. On release from tow he was soon into a working thermal and we were able to climb up towards cloudbase. The clouds were starting to form ragged streets and we were able to fly about for a while with David getting good thermalling practice. He also wanted to experience a couple more spins, which we were able to complete with height to spare. After a little more soaring about we had run out of time and were needing to head back to the field. David was wanting to practice a bounce recovery, so we went through that exercise, which he handled well. By the time we were back at the caravan there were 3 more people waiting to fly.

While we were airborne Alex had taken off in GMP for the start of what would be a soaring flight of well over 2 hours.

Next up in GNF was David Noone, hoping to get a reasonable flight and perhaps some thermalling practice. In the event there was enough lift to allow him plenty of practice, and he was able to keep us

airborne for a good length of time. He was also introduced to steep turns and was able to fit in several of these in both directions, which went really well. Also, at various times during the flight we were flying not far from Alex, and even briefly shared a thermal, which was a new experience for David. Then as we returned towards the field and into the circuit, he was able to practice making some radio calls. Overall, a good flight with David making some great progress.

Next up was Nick Vyle. Nick managed to fly the entire flight, which included some good thermalling sessions. We located and made use of several thermals across the area as well as testing out some of the now fading streets. Arriving back at the circuit we discovered our radio was not transmitting, and neither Nick nor I could make ourselves understood. We made a reasonable landing with zero headwind and checked to find a very flat battery as the cause of our instrument failure. It meant we would not be able to make any more flights. By now it was 1633, and the daylight was already starting to fade. The last person waiting to fly was Ken Fang, and when I explained the situation he appreciated the situation, although was clearly a little disappointed.

After all the aircraft were packed away, we helped Craig Best squeeze his new trailer into the hangar, where he was going to working on fitting it out over the next few days. By the time we were all finished it was getting quite dark, and with many people heading off to other things, the day ended without the usual gathering.

Overall, we had flown 13 flights for the day, 9 for the motor glider, 3 for the twin and 1 for the single. Lots of good flights and lots of learning had taken place.

### **Peter Thorpe Tow Pilot report for Sat 11 Jun 22**

Saturday was forecast to be the best weather for the long weekend but there was a distinct shortage of keen students wanting to fly. The usual group of regulars were there with duty instructor Ivor, Jonathan, Tony, Roy, Craig and Alex while Ray was busy at the other end preparing the Grob for some cadet flying. We all eventually moved to the 08 end by which time some students had arrived, but the first flight did not launch until 1322 when Ivor went up with David Noone. That was followed by flights for David McGowan and Nick Vyle while Alex went up in MP. Meanwhile Ray was very busy giving air experience flights to ATC cadets. Ken Fang would have flown but NF suffered a battery failure, so we had to pack up after only four flights for the day.

### **Sunday – Steve Wallace Reports**

I was stepping in for Lionel, but as it turned out Sunday had 35Kts easterlies at 2,000' and the rain set in by mid-morning meaning I didn't even make it to the field and I assume nobody else did either!

### **Peter Thorpe reports**

#### **Warbirds on Display at Ardmore Sunday 12 June.**

The Pegasus Trust, owners of Grob G109 ZK-GNW, wanted the aircraft on static display at Ardmore for the Warbirds on Display show so Ray Burns and I planned to fly down and back on Sunday. We had to be on the ground by 0830 so it was an early start for us, airborne at 0805 and landing at Ardmore at 0828. Ray did all the flying so I was able to enjoy the view down the harbour in fine and clear conditions under a high overcast. We were parked just outside the Warbirds No 2 hangar along with an Air Force Texan, Navy Seasprite, and Police Bell 429. There was a surprisingly large public attendance with lots of children wanting sit in the Grob and waggle the controls. Young children can be amazingly quick – one youngster was able to turn on every switch and open the airbrakes within about 10 seconds. There was some great flying including an outstanding solo Harvard display by Gavin Trethewey, who I knew in the Air Force and who told me he first flew a Harvard in 1959. It was his last flying display but a fantastic achievement for an eighty-year-old.



All went well until about 1400 when the low cloud and drizzle set in. The remainder of the air show was cancelled, and people headed for home including a number of aircraft that vanished into the gloom



heading south. By 1600 it was clearly not going to clear to the north so the Texan and Seasprite prepared to go home IFR while we were offered a spot in the front of the Warbirds hangar. With the Texan and Seasprite so close we had to hold on to the Grob to ensure it did not get blown away, but they seemed to sit with engines running forever while we got wetter and wetter. Eventually they departed and we watched while the Warbirds people stacked a lot of aircraft in the hangar while still leaving room for the Grob in front. Alex Michael had kindly offered to stay and run us back to Whenuapai so three rather damp bodies filled his car for the run home. Thanks Alex.

### Monday Peter Thorpe reports Again !!!

Another quiet day. The conditions were flyable but there were no customers apart from Derry, Jonathan, Craig, Tony, Roy and Ray, who was keen to get the Grob back from Ardmore.

Derry busied himself replacing the batteries in NF all the while muttering that the existing batteries were only a few months old and should not have failed.

The weather lifted to the south so Ray and Craig shot off to Ardmore driven by Jonathan while I waited until Derry finished before locking up and heading to my daughter's house nearby while waiting for the Grob.

FlightRadar24 showed when it left Ardmore so I was able to meet them to help put it in the hangar. Long weekend finished after plenty of activity although not so much gliding.



## Winter Lecture Series at Auckland Gliding Club

*The Auckland Club extends an invitation to our members to attend their lecture series. Well worth attending for new and current pilots.*

Winter Lecture series and presenters are to begin on consecutive Saturdays 9am from 11 June 2022 until 13 August with the exception of the weekend 11/12 June where both Saturday and Sunday will be designated to avoid a Queens Birthday weekend conflict.

**All club pilots who do not hold GNZ exam credits should attend these lectures.**

Attendees should confirm by return email to [cfi@glidingauckland.co.nz](mailto:cfi@glidingauckland.co.nz)

Written reference material is primarily available online at the GNZ website [training.gliding.co.nz](http://training.gliding.co.nz) under the sub menu "Getting to Cross Country Pilot".

Additional material is available in the GNZ Study Notes book which will be available on Saturdays for reference.

Venue is to be at 9am in the Drury Clubrooms, now that the Heatpump is installed, lectures will be complete by midday followed by flying in the afternoon.

Subject Presenters and dates are as follows

- Airmanship- Russell Thorne Sat 11 June (Note two Lectures same weekend)
- Law – Gerard Robertson Sunday 12 June (Note Two Lectures same weekend)
- Navigation - Roy Innes Sat 18 June
- Examinations Law, Nav and Airmanship -Russell or Paul O'Neill-Gregory 25 June
- Human Factors - Jonathan Cross 2 July
- Technical- Gerard Robertson 9 July
- Examinations HF/Tech Russell or Paul 16 July
  
- Meteorology - Anton Lawrence 23 July
- Radio Theory– Russell Thorne 30 July
- Examinations - Met/Radio Theory Russell or Paul 6 August
  
- Radio Practical Examination- Russell 13 August

Regards,  
Russell Thorne  
CFI Auckland Gliding Club

*Many thanks Russell and team greatly appreciated.*

An invitation has been received from Christian's wife, Hilli Derold, to serve that notification for his Celebration of Life will now be held July 9th at 4pm, followed by refreshments, in the hangar at the Auckland Gliding Club, 264 Appleby Road, Drury.

IN LOVING MEMORY OF



CHRISTIAN DEROLD

1964-2021

The Derold family would love to invite you to the celebration of Christian's life at the Auckland Gliding Club, Appleby Road. Hosted on Saturday 9 July, at 4pm. So come dressed with your biggest smiles and favourite memories in pocket.

# 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	I WOODFIELD	R CARSWELL
	5	J DICKSON	L PAGE	G CABRE
	6	S HAY	P THORPE	D BELCHER
	11	R BAGCHI	A FLETCHER	R HEYNIKE
	12	T O'ROURKE	R BURNS	P EICHLER

	18	M MORAN	R BURNS	D BELCHER
	19	I O'KEEFE	S WALLACE	R CARSWELL
Matariki	24	K PILLAI	L PAGE	F MCKENZIE
	25	K BHASHYAM	P THORPE	P EICHLER
	26	T PRENTICE	A FLETCHER	P THORPE