

# WARM AIR 24 June 2022

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Friday	Instructing:	L PAGE
	Towing:	F MCKENZIE
	Duty Pilot	K PILLAI
Saturday	Instructing:	P THORPE
	Towing:	P EICHLER
	Duty Pilot	K BHASHYAM
Sunday	Instructing:	A FLETCHER
	Towing:	P THORPE
	Duty Pilot	T PRENTICE

### MEMBERS NEWS

*In Warm Air this Week;*

- *Club News*
- *Weekend Reports*
- *Roster plus New Roster*

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

## Club News

### Important Message – Cancellation of Air Traffic Services

Dear members of Whenuapai Air Sports Club (WASC),

For the past couple of years, the Base Commander requested that Tower be manned during the weekends and public holidays (PH). This was due to concerns regarding combined military and civilian flying within a tight busy airspace without some control, as well as other issues such as the hump of runway 03/21 which obscured two aircraft taking off from each threshold. There were also other issues that mainly affected military flying.

We WASC Powered, Gliding and Model sections already had Standard Operating Procedures (SOPs) to prevent conflict within M107, the military operating area (MOA). After discussions with the Base Commander in which I explained some of the disadvantages to us when no-military flying took place, he agreed to a multipartite consultation and finally has approved the cancellation of ATS (Air Traffic Services) in weekends and PH. There will be no ATS if no military flying takes place and the runway 03/21 is not required. Otherwise, ATS can be requested and, of course, we will then follow their instructions.

Because of Covid - and having had ATS - many of you have not flown for some time without making blind calls or keeping an eye for other aircraft. Therefore, I have attached (*in the distribution email*) the **new base Auckland Unattended Procedures** for you to read. **Please do so and seek clarification from the instructors** in case of any doubt **BEFORE** you go flying next time. They are not law and common sense should always prevail for the sake of air safety. If you feel that I have missed any vital points or have ideas for improvement (there always is), please write to me.

Happy flying,

Gus  
SQNLDR Gus Cabre,  
Officer-in-Charge for WASC  
[gus.cabre@nzdf.mil.nz](mailto:gus.cabre@nzdf.mil.nz)

*Folks I have attached these into the distribution email for your study. Many thanks to the efforts of all those involved. And a thanks to the controllers for assisting and supporting operations.*

### **Mike Papa Drivers – canopy restraint**

Please note the restraining cord anchor point on MP has come apart. Derry will be out to repair Friday. So please be mindful of this if opening this canopy prior to the repair. Just a reminder if you find a fault, please inform Derry and the Duty Instructor and note in DI Booklet.

### **Annual Inspections**

GMP & GVF require derigging on Sunday afternoon after flying for annual inspections. So please keep this in mind folks if flying on Sunday. Do not wish to do this in the dark.

### **Tow Fee Increase**

Given the huge petrol price (and other cost) increases and the fact that we have not revisited our tow fees in many years, the committee has decided to increase tow fees from \$15 per 500ft to \$17.50 per 500ft with immediate effect.

This means that a 2000ft will now be \$70, a 2,500ft tow will be \$87.50, 1000ft tow will be \$35. Tow tickets already purchased will continue to be honoured however new tow tickets will cost \$210. Coast tows will now be \$105.00

### **New Roster**

A new roster has been posted. Please scroll down below to note your dates in your diary.

## **Weekend Reports**

### **Saturday –reports**

Due to inclement weather no flying was to be had.

### **Sunday – Ivor Reports**

Sunday started out with very low cloud and a very light westerly breeze, which was forecast to swing around to the west sometime during the morning. We started with no one wanting to fly. Ian O'Keefe was duty pilot, and Craig Best had plans to spend time working on his trailer, which is coming along a treat. However, after a while Alex arrived and suggested he could try some short field landing practice if the weather improved a little.

With that in mind, we prepared GNF and GMP, and around 11.30, with the wind starting to settle in as a SE breeze, we gathered people and aircraft together and set off to the 08 end. Peter Thorpe brought the tow plane, and Jonathan Pote brought the caravan, while Roy Whitby initially stayed to help Craig. As we arrived near the launch area we discovered some large pieces of FOD (Foreign Object Debris) on the ground, which it turned out had been pulled from a hangar ceiling panel, presumably during a recent storm. Well spotted by Jonathan, and soon fully checked up on by Base Operations staff.

We spent a short while setting up a toi toi 'fence' in the NW corner of the site, meaning that anyone wanting to use it needed to fly a non-standard circuit, offset by 45 degrees to the 08 runway. Shortly after 12.30 we were ready and after a discussion with the tower about the cross-field landing exercise we had planned, Alex set off. Releasing at 1000' just NE of the field he planned his circuit well and managed a really impressive first attempt at the landing exercise

By now Ian O'Keefe was keen to give it a go, and Isabelle Burr had also arrived with Shiv Chand and was tempted to give the exercise a go as well. Ian took off in GNF, releasing at 1500' before setting up for a similar circuit to Alex. His was a lower approach, but the outcome was similar, a successful short paddock landing :-)



Izzy then went up in GMP, Ian flew again in GNF, Alex had another run in GMP and then Izzy went up in GNF with Shiv as a passenger, all managing very good short landings, coming in close to, but not touching the toi tois.

Craig, having finished his work for the day on the trailer, came down for a flight in GMP, and Ken Fang arrived, although on looking at the cloud height and the very limited options for a good training flight, especially given the total lack of lift, decided not to fly. Craig launched, hoping for a 2000' climb, but encountered cloudbase at 1700' and ended up finding no lift. However, he had a successful flight and was glad to have got some time in the air. While he was up, David Noone

arrived, and agreed that a couple of 1000 standard circuits would be a good thing to work on. He flew both flights from launch to landing for the first time and made some really good progress in all aspects of the circuits.



By now the cloud appeared to be much lighter, with some good gaps appearing, and I agreed with Ken that it should be possible to get in some training. By now it was getting noticeably colder so any last-minute lift seemed unlikely. We launched at around 1630 for the last flight of the day and as we climbed it was clear that the cloudbase was still low, and there was more patches of cloud forming as we climbed. We released at 1800' and Ken took control for some work on balanced turns and straight level flight, all of which he performed well. His turns were steadily improving, however with very still air we slowly ran out of height, and before long were coming back into the circuit. Ken continued flying until we were about to turn onto finals, at which point I took over and flew a 'long' landing to return the glider closer to the hangar while demonstrating ground effect and the effect of brakes to Ken. While we were doing that, the small crew on the ground had gathered up the toi toi fence and were returning everything to the hangar.

We packed away the gliders while Peter Thorpe and Ray Burns went off to do some flying in RDW. Once they returned and cleaned the plane, we put it away, returned Craig's trailer into the hangar and locked up. By now it was getting dark, and there were just 4 hardy members in the clubhouse end-of-flying debrief session. In total 10 glider launches on a day that had looked like no flying might happen at all, and some good exercises completed by all.

### Tow Pilot Report for Sun 19 June

I was enjoying a lazy late breakfast when I received a call from Rex to say his car would not start and could I do his towing duty for him. Well, that is an offer not to be refused so it was a quick shower and off to the airfield arriving around 1100hrs. Craig Best was working on his trailer and duty instructor Ivor was there with the usual team of suspicious characters who were gradually gathering enough momentum to DI the gliders and move to the 08 end after watching a B757 take off. The weather was fine with a light south easterly breeze and some blue sky but scattered cloud at around 1800ft.



No sign of thermals so the team decided to erect a toi-toi fence and practise short landings. The fence was placed behind the ATC hangar facing into wind and giving an approach almost over the old parked Andover fuselage. Definitely an unfamiliar approach that would test pilots' ability to plan an approach into a field.

Alex was first up in MP just before 1300 for a 1000ft circuit followed by Ian O'Keefe in NF and then Izzy in MP. Ian and Alex both had second flights before

Izzy went up in NF with Shiv. Craig gave up trailer fettling for a flight in MP and then at last Ivor got to fly with David Noone twice followed by Ken Fang. The final flight was an attempt to get to 2000ft but the cloud at 1800ft forced me to wave them off when the world went all fuzzy.

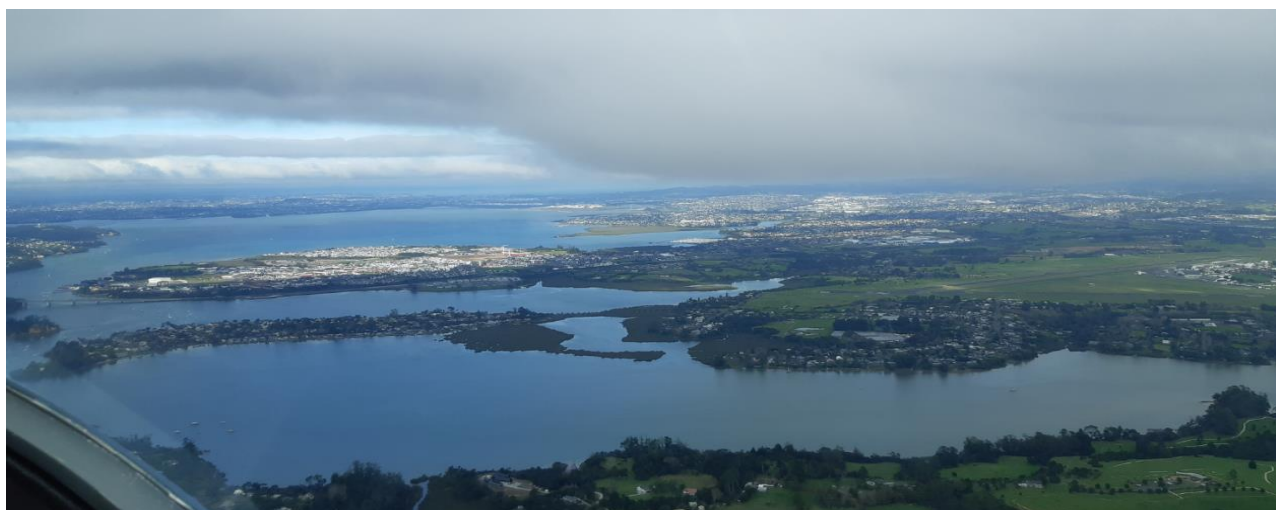
A surprisingly busy day with 10 glider launches after which Ray Burns and I took RDW for a familiarisation flight in preparation for his type rating in the near future.

We retired to the clubrooms for a quiet chat and were a bit surprised to find it was dark when we headed for home. Something to do with the shortest day being this week, I guess.



Cheers,  
Peter

### The View aloft on Sunday.





After many years, stops and starts Craig and Lionels trailer is coming together magnificently. Looking fantastic chaps



Happy Matariki everyone

## Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
	18	M MORAN	R BURNS	D BELCHER
	19	I O'KEEFE	I WOODFIELD	R CARSWELL
Matariki	24	K PILLAI	L PAGE	F MCKENZIE
	25	K BHASHYAM	P THORPE	P EICHLER
	26	T PRENTICE	A FLETCHER	P THORPE

# New Roster

## Duty Roster For Jul,Aug,Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jul	2	N VYLE	I WOODFIELD	G CABRE
	3	D MCGOWAN	S WALLACE	P THORPE
	9	C BEST	R BURNS	D BELCHER
	10	R MCMILLAN	L PAGE	F MCKENZIE
	16	A MICHAEL	A FLETCHER	R CARSWELL
	17	R WHITBY	P THORPE	R HEYNIKE
	23	C DICKSON	I WOODFIELD	P EICHLER
	24	K JASICA	S WALLACE	P THORPE
	30	J DICKSON	R BURNS	D BELCHER
	31	S HAY	L PAGE	F MCKENZIE
Aug		R BAGCHI	A FLETCHER	R CARSWELL
	7	T O'ROURKE	P THORPE	R HEYNIKE

	13	M MORAN	I WOODFIELD	P EICHLER
	14	I O'KEEFE	S WALLACE	D BELCHER
	20	K PILLAI	R BURNS	R CARSWELL
	21	K BHASHYAM	L PAGE	P THORPE
	27	T PRENTICE	A FLETCHER	F MCKENZIE
	28	N VYLE	I WOODFIELD	G CABRE
Sep	3	D MCGOWAN	P THORPE	R HEYNIKE
	4	C BEST	S WALLACE	D BELCHER
	10	R MCMILLAN	R BURNS	P EICHLER
	11	A MICHAEL	L PAGE	G CABRE
	17	R WHITBY	A FLETCHER	G CABRE
	18	C DICKSON	I WOODFIELD	F MCKENZIE
	24	K JASICA	S WALLACE	R CARSWELL
	25	J DICKSON	R BURNS	D BELCHER