

# WARM AIR 4 June 2022

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	I WOODFIELD
	Towing:	R CARSWELL
	Duty Pilot	K JASICA
Sunday	Instructing:	L PAGE
	Towing:	G CABRE
	Duty Pilot	J DICKSON
Monday	Instructing:	P THORPE
	Towing:	D BELCHER
	Duty Pilot	S HAY

### MEMBERS NEWS

#### *In Warm Air this Week;*

- *Club News*
- *Weekend Reports*
- *Winter Lecture Series*
- *Roster*

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

## Weekend Reports

### Saturday – Ivor Woodfield reports

Day started looking reasonable, with big white clouds and a light easterly wind. However, the forecast was for little or no thermal activity all day and sadly this proved fairly accurate. For a while just the usual group were assembled, although with neither PW5 able to fly, and no students initially, there was no rush to head off to the 08 end. We got GNF and GMP out and inspected, and Derry Belcher also extracted RDW, after checking some markings on the leading edges of both wings, and that was inspected and made ready as well. On talking to the tower I learned that an Orion would be departing shortly after 11, with no other movements planned, so with a few more having now arrived we headed to the far end of the field and waited for the aircraft to depart.

While we were setting up, Lionel Page was busy getting the ATC motor glider GNW out and ready for some cadet flying. His first launch happened around 1100, and he got a second in before we all paused for the Orion departure.

Following some delays, the first glider launch at around midday was GNF with David McGowan, who was wanting a spin demonstration as part of his training programme. We climbed into a calm sky and looked briefly for a thermal before putting the glider into a spin. After recovery David continued to hunt for thermals, hoping we could climb back up for more, but it wasn't to be. We were soon back in the circuit with David managing a good landing. While we were up Alex Michael tried a launch in GMP, believing the sky was looking better. His first launch was aborted almost immediately after the tow pilot felt there was an issue and pulled back on the power. Good reactions on the part of both pilots, and the second attempt went flawlessly. However, as Alex quickly discovered, the "nice looking sky" did not equate to good lift, and he was soon back on the ground.

Next up in GNF was Will, a new young pilot who had only flown a few times, and not recently. He did manage some nice balanced flying, meaning we could stay up a little longer, but lift was hard to come by, and while our 20 min flight was the longest to that point, we had hoped for more time to consolidate things.

With Tony Prentice's PW5 grounded, he went up next with Kazik Jasica to get some back seat time in GNF. Despite their combined experience, they too failed to find any real lift and again managed just a 20 min flight, ending in a flawless landing.

Next in NF was Nick Vyle. This was to be another short flight, flown mainly in gentle sink, meaning

very little hands-on time for Nick on this occasion sadly. However, for a short while we did finally get a little thermal activity and first to find it was the next flight of Alex's in GMP. The lift was well down wind, out over Kumeu and beyond, although with very light wind this was less of an issue. Alex had a much better flight, and it was just over an hour before he was back on the ground. The next launch for GNF was with Kyle Heyes. We headed over to the west and found some weak but reliable lift, which Kyle was able to make good use of. While the climb rate was slow, we were only being moved downwind very slowly, so were maintaining a good safe distance for our return. Once we were no longer climbing, we turned back, and Kyle plotted a good course to join downwind for 08, flying a good circuit and setting up well for the landing.

Next up was Ken Fang. Ken has only done a couple of flights before and is working on his understanding of some of the concepts. He managed a few turns and just a couple of reasonable straight runs before we were back in the circuit, the lift having faded away early in the flight.

The final flight for the twin was with David Noone, who is catching on fast to the skills of glider flying. With little lift David flew almost the entire flight with some good balanced flying and brought us back almost to touchdown. I then took over for a run down the field in ground-effect before stopping at the far end, back closer to the hangar, offering a clear demonstration of the effect of air brakes on a landing glider.

A few other people had been on the field during the day, including Roy Whitby who ran the books and caravan, Ray Burns and Kishan Bhashyam, and there were a fair number back in the clubhouse once we were all packed away to share in the story telling. It had been a reasonable day despite the lack of lift, with a total of 17 launches, 2 flights for the single Astair, 7 for the twin and 8 for GNW.

## Sunday – Steve Wallace Reports

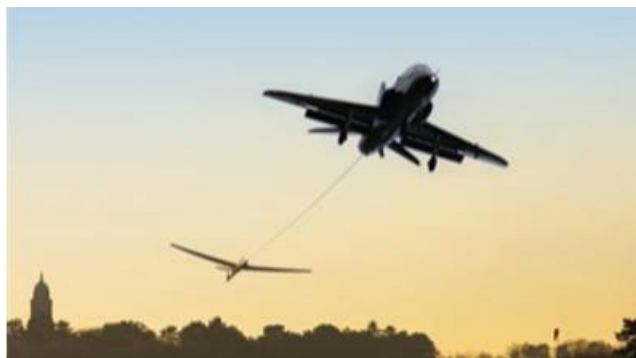
Sunday was potentially flyable but far from ideal with the forecast showing 30kts rising to 35Kts easterly at 2,000'. Really only useful for practicing high wind circuits. Peter Thorpe advised that he was heading to the hangar to check on RDW so as duty instructor from afar I said if any keen pundits turn up, let me know and I'll head out and we'll go flying. No calls were received from Pete so clearly nobody was keen. Wise heads had obviously decided to save their money for a better day!

## Peter Thorpe and movie reviewer reports

The forecast was not promising so duty instructor Steve Wallace and I agreed he would stay home unless he was needed while I would go to the field where I wanted to check RDW for some paint cracks in the wings. I was soon joined by CFI Ray Burns and Ivor Woodfield who needed to place the fuselages of their gliders in the hangar for yet more ADSB work. We did this then saw Craig Best arrive towing his (and Lionel's) new, nearly finished, glider trailer. This is a thing of great beauty and sleek lines that we all had to admire. Let's hope the Mosquito looks as good when it emerges from its chrysalis. The wind was NE and increasing in strength and nobody wanted to fly so we locked up and went home leaving the airfield to Team NZ who were out testing their land yacht.

I should add that I went to see Top Gun Maverick on Saturday and it certainly lived up to the hype. Some fantastic flying scenes with such great realism that I found myself tensing my stomach muscles during the high G manoeuvres. Highly recommended for all aviation buffs.

*What tow pilots really think they are flying.....*



## 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.*

*Enjoy the Long Weekend folks.*

## 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	P THORPE

	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	R HEYNIKE
	26	T PRENTICE	A FLETCHER	P EICHLER