

WARM AIR 9 July 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	R BURNS
	Towing:	D BELCHER
	Duty Pilot	C BEST
Sunday	Instructing:	L PAGE
	Towing:	F MCKENZIE
	Duty Pilot	R MCMILLAN

MEMBERS NEWS

In Warm Air this Week;

- Club News
- CFI Corner
- Weekend Reports
- Reminder – Christian Derold's Celebration of Life
- Pictures from the Weekend
- Roster

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

Quite a busy Warm Air this week. A lot of flying and activity at the club last weekend and a number of achievements. Which is pretty good going for this time of the year. A big thanks from Alex, Izzy, Ray, Logan, Hayden with photos and contributions.

Club News

7000-hour check for November Foxtrot

Some of you will be aware that NF is coming up for her 7000-hr service check. This is a significant and intrusive maintenance and service check that is required to be completed. NF will be out of action for at least 4 weeks, possibly longer if there are certain replacement parts which need to be brought in from overseas or repairs to be undertaken. There is never a good time to do this however as the weather and soaring is poor at this time of year, so it is best to undertake during the winter season.



So, NF will be available until the **17th July** and then derigged at the end of that weekend. The wings will be transported to Sailplane Services for some inspection work and the fuselage kept at Whenuapai for Derry to do his magic jiggery and pokery to make sure NF is all good for another 1000 hours.

If you have an upcoming BFR or need to keep yourself current, it would be prudent to pop out prior to this taking place.

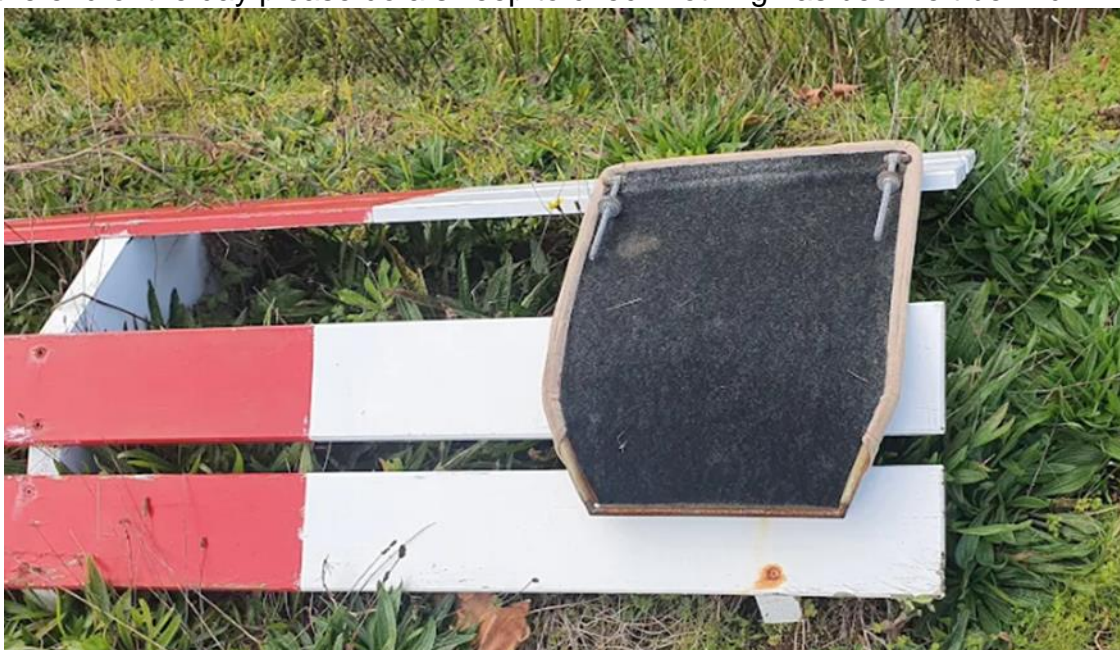
Annuals for MP and VF

The singles will not be available this weekend Unfortunately, during the “annual” checks some snags and gremlins in either single seater resulted in both being unserviceable. Derry tirelessly and valiantly tried to work through the issues. Regrettably there are two instruments that have failed. These are mandatory instruments that must be operational to allow the aircraft to be released for airworthiness and serviceability. Replacements are being sought. However, for members not accustomed to aviation servicing and acquiring parts this is not a matter of wandering down the road to buy them and as they are aviation “spec” they are not cheap either. Frustrating we know, but at least this is not peak soaring season. And our thanks to Derry for perseverance and his expertise.



Grrrrr....

Found by an observant CFI on Saturday was the backrest for Mike Papa lying on one of the marker boards that identifies the ditch. It had been left out in the weather from the previous weekend. It was soaking wet and looking very sad. This will result in accelerated wear and tear. So please do not leave items out. Remove and take to the caravan. And when packing up for the end of the day please do a sweep to check nothing has been left behind.



CFI Corner

The pre-takeoff checklist contains “I” for instruments. Radio reception is part of that “I”. Don’t just check the frequency. Make sure you can hear something as well. Tuning to the ATIS is a good option if you don’t hear any transmissions on the airfield frequency.

Why am I reminding you of this? The way the volume on the dual head radio in GNF works is “loudest wins”. In other words, you cannot turn the volume lower than the maximum set in either seat. Therefore, if you are flying it solo it is important that you turn the volume DOWN in the back seat before you take off. HOWEVER, and here’s the trap, the volume controls have a “dead” patch very close to minimum volume where there is no reception in EITHER seating position. If you hit this when you turn the volume down you will take off with transmit ability but no reception. If you did this in the rear seat and you are flying solo, there is now nothing you can do to fix it. Turning volume UP in the front seat will have no impact. You still have no receive capability.

This happened to Logan on Sunday. The way Logan dealt with the situation in the air was exemplary. After a couple of checks he started using the key phrase “Transmitting Blind”, and announced his intentions to return to the airfield. Well done, Logan. Changing your transponder to 7600 is also a good thing to do.

Logan’s Run – “Hello is there anyone out there”

As anyone around the caravan or on 134.5 this Sunday would have heard I had some radio trouble while I was solo in NF.

During take-off I realised that the radio seemed a bit quiet. I pushed the button down and asked “Whenuapai Traffic, radio check”. Nothing. I asked again, this time remembering my callsign, about 15 more times.

I hopped off the tow at 2000ft, got established, made some blind position reports and scanned like a hawk. (If you ever want to practice active scanning just lose your radio).

Then I started fiddling with the radio not wanting to waste a perfectly good tow. Was the volume down? I turned it all the way down and off then all the way back up again. Nothing. Master off, master on. Nothing. I pulled out the map and checked the frequencies were correct. They were. I even poked the “SQL” and “MDE” buttons with crossed fingers. I gave up and cycled the transponder through to 7600, (or was that the code for hijacking I worried after dialing the code in.)

Then it was breaks open down to circuit height, a lot of scanning and some slightly panicked sounding blind position reports for me as I came back and re-joined. When I came past the caravan on final and saw the crowd gathered I figured I was transmitting alright.



And after some smart engineers had a look in the back seat, it was revealed that the master control was turned down. Ray kindly left a pen and an ops 10 on the caravan table for me.

Well done, Logan. Good decision making and keeping calm.

Remember pilots we have spare handheld Radios to act as a back-up. So, make sure you have one with you, accessible and know how to operate it.

Also have a look at Radio Procedures and Radio Manuals can be found in the Members Section of ASC Gliding Internet pages.



Weekend Reports

Saturday – Ivor Woodfield Reports

The field was already open when I arrived around 0915, with Ray Burns and some cadets getting the Grob 109 out and ready and Jonathan Pote manning the gate. Soon things were being made ready for a day of flying.

GVF and GMP had been worked on during the week, and needed rigging. A call to engineer Derry Belcher confirmed that GVF could be rigged, although GMP rigging needed to wait. Derry would be bringing the paperwork later in the morning, and doing further work on GMP, until which time neither glider could be flown. Subsequently it became apparent that GVF also had a problem and would need further work, so neither glider would be flying.



GNF and RDW were extracted from the hangar. Gus Cabre was tow pilot and he was soon inspecting RDW, following some discussion with Derry. Ian O'Keefe checked out GNF.

Other people at the field included Peter Thorpe who, with Ray, would be flying GNW, the ATC motor glider, Hapi Leonard and others who had a group of their ATC cadets at the field to fly in GNW, Roy Whitby, Alex Michael, Nick Vyle who was duty pilot, Logan Chalmers and Rahul Bagchi.

The tower was off watch, although would be coming on towards the middle of the day as a Seasprite would be arriving and carrying out some exercises.

The 109 was up flying shortly after 1000, and had completed 3 launches before Logan launched in GNF around 1130 for its first flight of the day. The air was exceptionally smooth, with very little breeze and no lift. Cloudbase was under 3000' so we climbed to 2500' to make the most of the conditions. Logan had not flown a glider for a while, and had a really good and uneventful flight.



Next up was Ian, needing to do a BFR. We climbed to 2500' and after selecting a suitable spot proceeded to execute a couple of spins, which proved hard to hold in with our weight combination in GNF, but were executed well. He then worked through a number of manoeuvres before joining the circuit for a brakeless landing. With zero headwind, rain and some other traffic in the circuit this was quite challenging. Nonetheless Ian did an excellent job, touching down level with Glider Base. After a quick chat with the tower, we launched again to go through a low-level launch failure exercise. I released us early in the climb and we arrived cross-field towards the 08 threshold with Ian judging things well and making an excellent landing.

Around this time I learned that Derry had arrived and was working through various issues with GVF and GMP, and although neither was cleared to fly before the end of the day, good progress was made. Craig Best was also in the hangar, still working on the new trailer which is now looking totally amazing.

By this time Izzy Burr and Shiv Chand had arrived to do some flying, and so while I was completing the paperwork for Ian's BFR and grabbing some lunch, Izzy went up, first for a couple of circuits with Nick Vyle and then a couple of launch failure exercises with Shiv, all seemingly flown well.



Then it was back in GNF for me with Rahul Bagchi, who had not flown the glider for a few weeks, and was wanting to get some airtime and also wanting to sharpen some flying skills. He worked through a set of well-balanced turns, getting the most out of the very smooth conditions, before joining back into the circuit and working through a well-judged approach and landing.

One more flight with Logan, into a quite surreal sky which was full of wispy cloud turned various shades of pink and red by the sun which was getting lower in the sky. Some good flying, interspersed with some photo taking, before we were back on the ground and Alex was taking off for a bit of solo flying in the twin. It was not long before he was back, having worked through a series of exercises, and I was back up again, this time with Lucy for her first flight at Whenuapai. Lucy had done some flying at Omarama and also at Drury, and after some careful briefing she was handling GNF well. After releasing off tow and demonstrating a



good awareness of the local areas, she worked well through a series of basic handling exercises before bringing us back into the circuit and carrying out a good, smooth first landing in GNF.

Overall it was a good day. There had been 21 glider launches, 10 for GNW and 11 for GNF. It had been an exceptionally smooth day with very little breeze throughout and some quite spectacular colours as the sun was setting through the layers of cloud. Thanks to Gus for some great tows, and to Nick and others for running the books and the caravan. The day ended in the dark, and after some brief chats those people who were left to put everything away were heading off to enjoy the rest of the evening.



Tow Pilot & Grob 109 Report from Peter Thorpe

On Saturday I was rostered to fly the Grob motor glider with 10 ATC cadets looking for air experience. I shared the flying with Ray Burns and it went very well. The weather was kind and the cadets were keen, polite and well behaved. A really good day.



On Sunday I was tow pilot and another good day. The weather was pleasant out of the wind chilly outside. Lots of keen young members and we were under way before 1130. Two first solo flights and one BFR kept me busy. The day finished before civil twilight but it was getting gloomy when flight number 13 landed. Tired but happy tow pilot.



Sunday

Ray Reports

What a great day!. Wind was not too strong, the rain stayed away (mostly), and a great bunch of people arrived to enjoy some flying.

What more could you ask for?

Despite Derry's best efforts during the week, we were unable to get the singles flying. VF's compass was stock on 155 (my suggestion of "just don't turn" was met with lukewarm response). And MP's Transponder would not work. So we had a lovely long flight list for NF.

After a good DI with David McGowan and a final no-instrument check flight, he charged off into the blue (actually a bit on the grey side) yonder on his own for the first time. Congrats David. Well done.

Tony got airborne in BD. Izzy did a check flight with Logan and sent him off on another solo. Kazik and I squeezed in a couple of circuits. Alex and Izzy found some lift and managed a credible 34 minutes for the longest flight. (The conditions may not have been great but the company was sparkling). Matt tried the same thing with Izzy but fell a little short with 25 minutes.

A check flight with Shiv and then he too went off to put the first "P" entry in his logbook. Congrats Shiv.

Steve and I did a BFR and then Logan finished the day with another Solo.

While all this activity was happening Lionel and Craig spent the day preparing ON for its annuals (or should that be tri-annuals? Quad-annuals?) this Friday. I actually think they were spending most of the time trying to hide things from Derry. Good luck with that!

Whew! Two solos and one BFR. If that was not enough, Gary Walford completed his final PPL flight test in MBZ while we were buzzing around. So, an achievement-filled weekend for the Aviation Sports club.

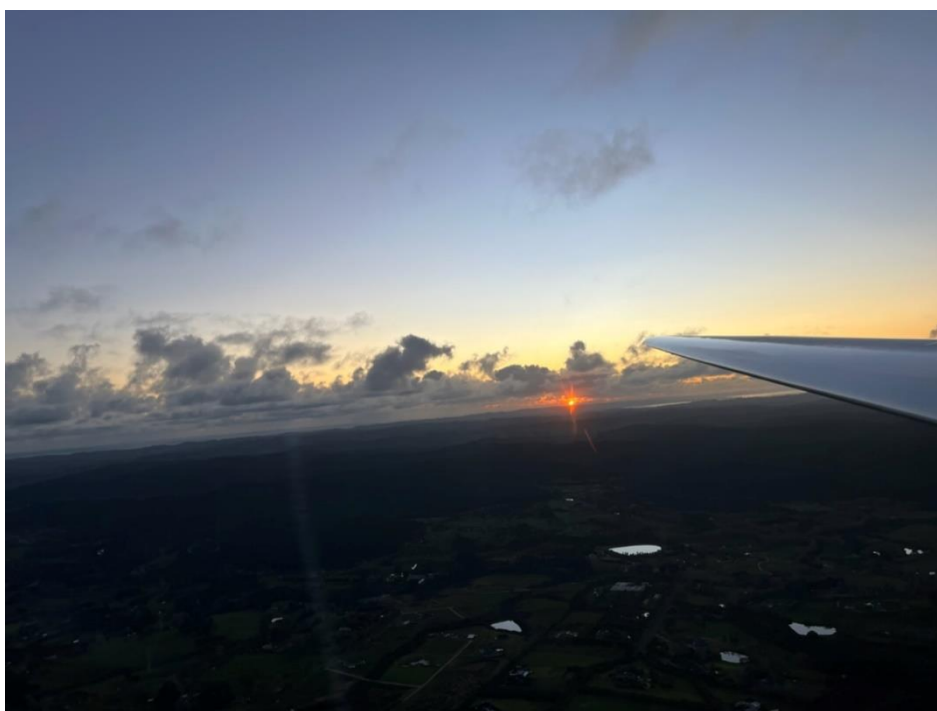




Well Done David McGowan on going Solo. A momentous moment that you will not forget. Another Aviator in the family.



Woohoo Shiv, certainly that smile says it all. And at the end of the Rainbow is one very happy solo Pilot.



A Reminder that Christians Celebration of Life takes place this Saturday at the Auckland Gliding Club.

Please find the details below.

A Celebration of Life -Christian Derold Sat 9th July from 3.30-4.00pm

Russell Thorne, CFI Auckland Gliding Club

We are looking forward to seeing you all on Saturday 9th at Auckland Gliding Club 4pm.

The weather forecast is for Fine Weather, however the top temperature is only going to be 17 degrees. So, bring your warm clothes, your stories, and don't forget your mask. Park on the asphalt, especially up near the clubhouse or near the caravan. Check that the grass will not leave you stuck, if that is your parking option.

The venue is the first set of hangars as you come through the gate.

The event will be recorded on video and available to only those with the link at a later date.

The Programme for the "Celebration of Life" is 3.30pm-4.00pm. The Jazz musicians will welcome you upon arrival. Please sign the book as you come in.

From 4pm:

Welcome and "A life Well Lived" – Russell

Tributes:

"A Letter to Christian" - Hilli, Emma and Maria Derold.

"From Christian's UK Friends", a letter – Richard.

"To Christian" President of the Auckland Gliding Club - Gerard Robertson.

Open mic for anyone to speak from their personal memories of Christian.

An invitation to food and drinks and a heartfelt Thank You.- Hilli Derold.

An amount has been placed on the bar and refreshments, coffee, tea and food will be served.



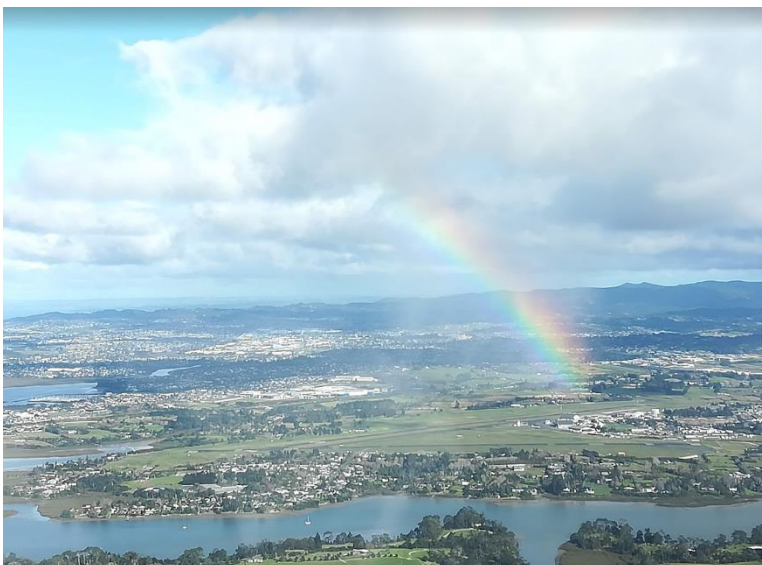
The Rainbow Connection



Finally, you see the invisible force
that keeps gliders aloft



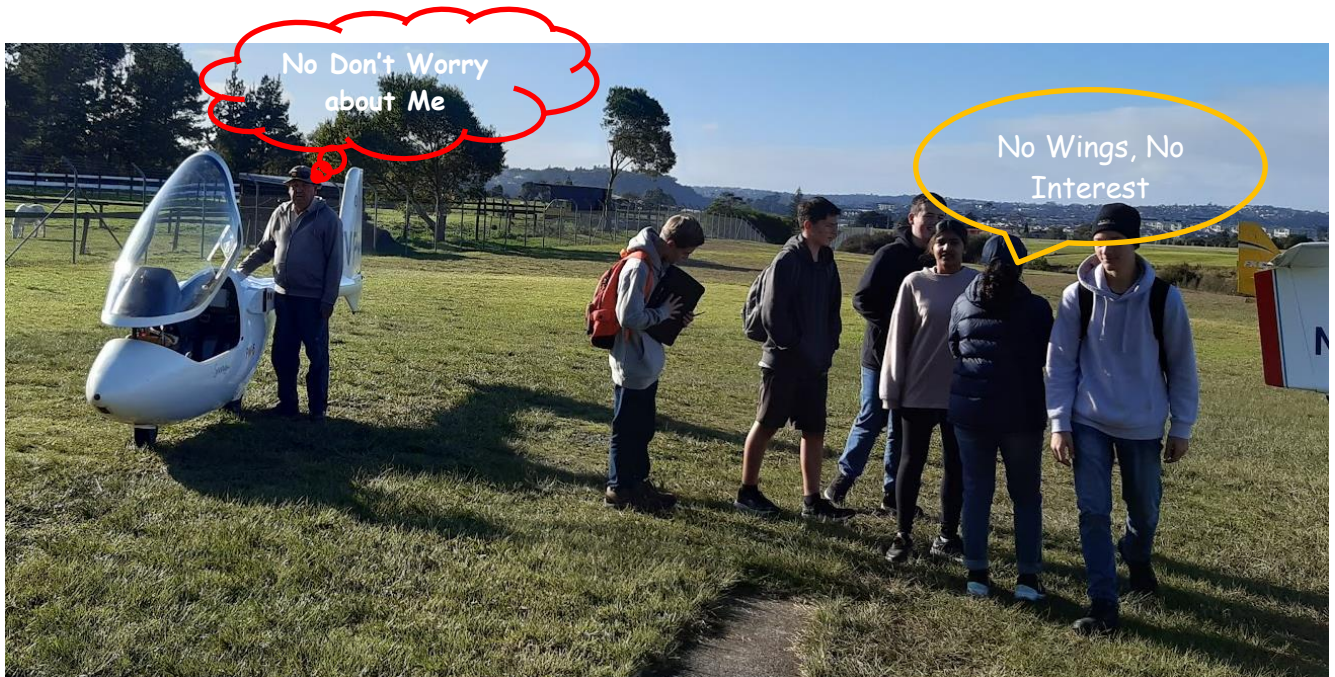
A Happy CFI means a Halo Rainbow



If you get Lost, follow the Rainbow to
home

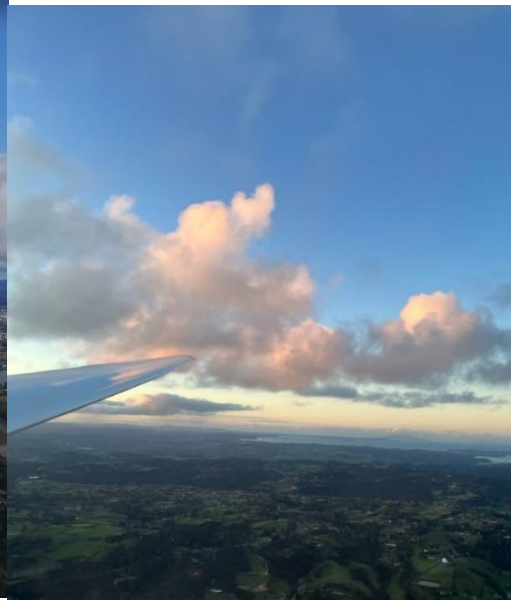


Towing NF home to the Warm Hangar



No Don't Worry
about Me

No Wings, No
Interest



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
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