

# WARM AIR 10 September 2022

## Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:**

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

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	R Burns
	Towing:	P Eichler
	Duty Pilot	R McMillan
Sunday	Instructing:	L Page
	Towing:	G Cabre
	Duty Pilot	A Michael

### MEMBERS NEWS

*In Warm Air this Week;*

- Club News
- Weekend Reports
- Roster

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

## Club News

### Tow Plane Status

As many will be aware, on Sunday RDW developed a huge mag drop on run up and after talking to Derry and Bryn flying was cancelled. On Wednesday Bryn our Tow Plane engineer came to the hangar and quickly discovered a problem in the electronic ignition. A trigger coil had come loose and was hitting the rotor causing physical damage. New part fitted; ground run was fine.

**So RDW is back in action.**

## CFI Corner – Ray Burns

### Important Information

ATC is currently experiencing a bit of manning crisis with sudden illnesses of two controllers. That's a big chunk if you've only got five to start with!

It is possible that a military movement may occur on the weekend when there is no ATC. If this were to occur please be aware of the Base Ops Rules:

**Unattended operations.** On occasion ATC may not be available during normal weekday hours and Whenuapai will be unattended. In such cases members are reminded that concurrent military and civilian operations are restricted as below:

### Concurrent Military Ops (Unattended)

All military movements require ATC to be in attendance. In the unlikely event that sudden military operations (including civil aircraft supporting military training/operations) were to start (e.g. SAR launch) before ATC could be manned, the following procedures apply:

1. Military aircraft will contact BOPS 10-15 minutes before start or ETA at WP.
2. BOPS will advise Whenuapai traffic by radio or phone of the pending arrival/departure and remind ASC members to be clear of the operating area prior to military aircraft engines starting and/or clear of military aircraft established on final approach to land.
3. On receipt of advice that a military aircraft is arriving/departing, all WASC units are to either:
  - i. Land and remain clear of the active runway; or
  - ii. Remain clear of the arrival/departure corridor or area until the military aircraft has vacated the active runway/departed the zone, respectively.

## Weekend Reports

### Saturday - Peter Thorpe Reports

CFI Ray Burns was due for a BFR so we met for breakfast at the Puriri Café before opening up at 0900. The weather was fine with some Cu at around 3000ft and wind was NW varying to W. No sign of any students but tow pilot Ruan was present along with stalwarts such as Kazik Jasica, Tony Prentice, Roy Whitby, Alex Michael and Jonathan Pote.

We duly set up on 26 while Ruan did a couple of circuits in RDW for currency and at 1100 Ray and I launched to climb to 2500ft for the mandatory spin. We also completed a boxing the tow demo on the way up and then commenced the spin. I thought with my weight in the front seat NF would be reluctant to spin but not at all, after one turn she tightened up and spun like a top, very nose low. Quite exciting for an old fella. No problem with the recovery though so we then explored the differences between the secondary effects of controls and adverse yaw. Soon down to circuit height for a brakes closed approach and landing.

The tower came on watch to provide some training for a new controller so I had to explain what a simulated rope break would look like before we took off. That done and all the paper work completed Ray is good for another two years.

Lionel Page arrived with his daughter Juliette in tow wanting to have a father/daughter experience so they were next away but sadly there was no lift around so they were back in 20 minutes. Tony and Jonathan then decided to prove us all wrong and launched to 3000ft but sadly they too could not stay up and only managed 18 minutes (from 3000ft????). Even Alex in MP could only manage 22 minutes so by then even the most optimistic pilot had to conclude there was no useable lift. We finished the day with a dual flight for Jonathan and we were all packed up by 1430. Just six glider flights for the day.

### Sunday – Steve Wallace reports

Sunday 4th started off with a reasonable amount of promise. The forecast wasn't great, but it wasn't bad either and some hopeful looking westerly streets had formed up by the time we had everything out and ready to go.

Ian O'Keefe and Craig Clapham visiting from the Canterbury club were to be first up to show us all how it was done. When no tow plane turned up as it should have a search party was sent out to investigate.

When the search party did not return with news, I went to have a look for myself. I knew it was bad when I found a committee had formed in front of the tow plane to discuss why the tow plane was not moving.

The committee announced that they would be making an announcement on why the tow



plane was not moving once they had consulted more widely. A working group was soon formed to pontificate theories and engage with our appointed paid consultants so options could be presented on the courses of action that may be considered moving forward.

It was eventually decided that further meetings needed to be held but in the meantime we should all go home or to the local café and consume beverages.

*Lovely company it was too.*



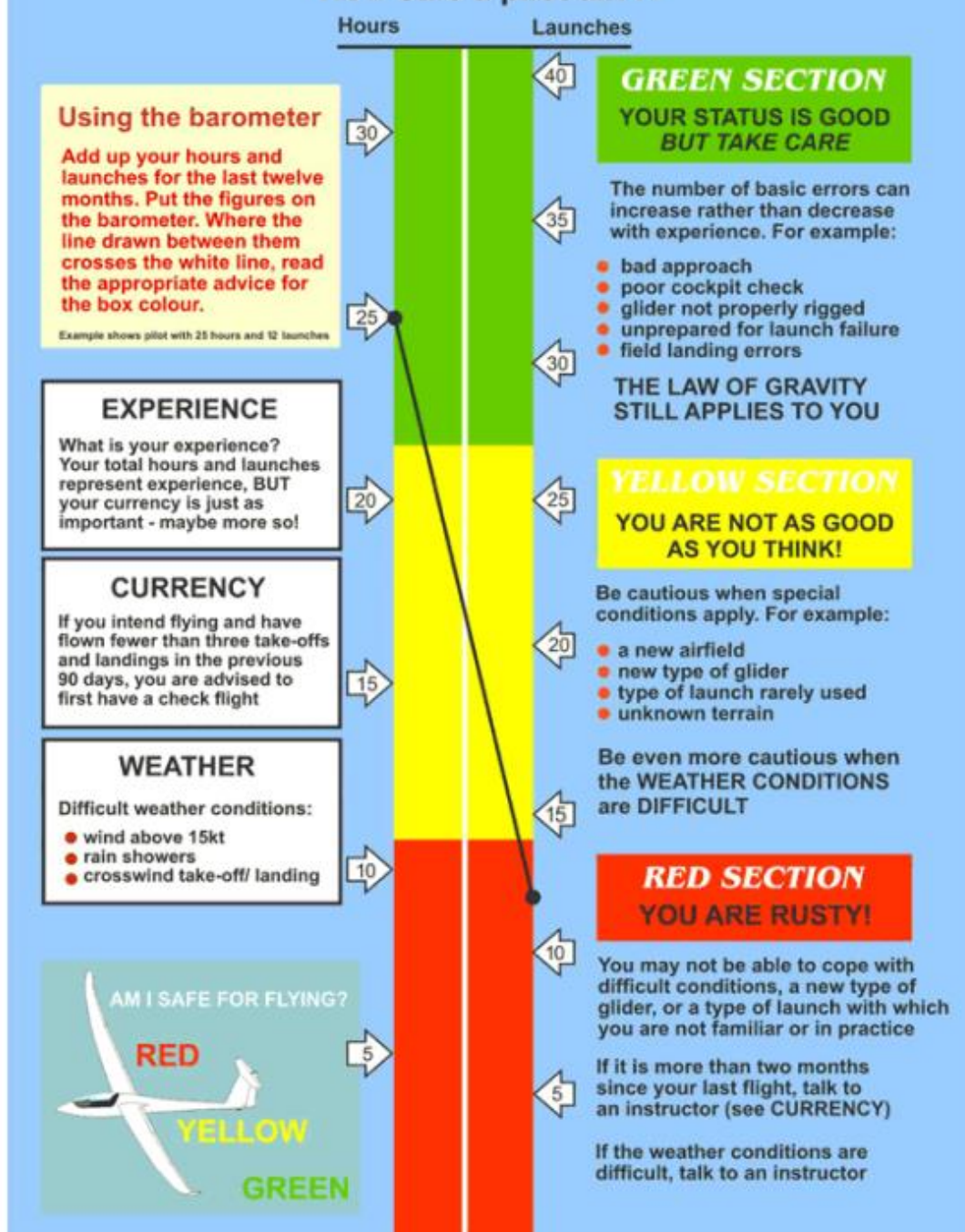
*Yes, Sunday was not meant to be. Next time Craig, we will get you flying. Importantly I tasked Craig with Trailer washing and now my trailer is very sparkly. I parked it next to a Libelle trailer and in-fact it even looks new.*



# SAFE FLYING!

## PILOT CURRENCY BAROMETER

How safe a pilot am I?



## Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
Sep	3		P THORPE	R HEYNIKE
	4	C BEST	S WALLACE	D BELCHER
	<b>10</b>	<b>R MCMILLAN</b>	<b>R BURNS</b>	<b>P EICHLER</b>
	<b>11</b>	<b>A MICHAEL</b>	<b>L PAGE</b>	<b>G CABRE</b>
	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