

WARM AIR 3 September 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	P Thorpe
	Towing:	R Heynike
	Duty Pilot	A Volunteer
Sunday	Instructing:	S Wallace
	Towing:	D Belcher
	Duty Pilot	C Best

MEMBERS NEWS

In Warm Air this Week;

- Club News
- Weekend Reports
- Pictures with words
- Roster

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

Club News

Happy 1 September everyone. Well, the soaring season is about to Spring into Action. I can feel it. So, since we last spoke a few things to know.

November Foxtrot – Our Twin has been returned to service. The 7000-hour inspection has been completed. We knew it was going to be a challenge to get this completed within an allotted period of time particularly with COVID circulating. And it has proven to be so. However Derry has gone above and beyond to meticulously complete the inspection. Our thanks Derry as we know he has been juggling multiple gliders with annuals, ADSB installs, and snags alongside with logistics and COVID. So many late nights and working in a cold damp hangar. So, our collective gratitude and thanks. NF may need to have some further work undertaken at a later point. We will let you know when this is planned.

PW5 VF Compass – yes, the new compass has been installed and you can now find home. A compass swing was done on the weekend and Kazik then took VF for a flight and went round and round and round to confirm the compass would swing. Amazingly the glider also went up as well.

Duty Pilot for Saturday – David MacGowan has notified us that due to a cadet camp he is unable to be duty pilot this Saturday. If someone could swap or step up on Saturday that would be great. Drop a line to Warm Air.

Caravan Location 26 Set Up

For those who have been out, you may notice the caravan has been relocated to the hangar side of the ditch and access road. As lake Whenuapai has become an ocean and the surrounding area very muddy this current spot is about the driest bit of ground and seems to be working well.



Weekend Reports

Saturday - Ivor Woodfield Reports

I arrived at the field just before 9.30, by which time the place was already unlocked and lots of activity was starting. There were ATC cadets helping get the motor glider ready for a day of flying for them. Before long we had the tow plane out and were making ready to rig the Grob twin following its recent extended service. Tony Prentice was duty pilot for the day, and despite having a fully bandaged hand following some surgery, he was soon busy getting things ready for a day of flying.

Our engineer Derry Belcher had everything ready with GNF, and with several people on hand we wheeled the fuselage out of the hangar and set it up ready to have the wings fitted. The first wing presented few problems. However, the port wing just did not want to go in fully. With a large collection of willing people, many of whom had rigged it in the past, several things were tried, and much debate was had about what was causing the issue. In the end, after what seemed like a very long time, it seemingly just slid into place. Then followed the rest of the various stages of getting it ready for flight, while several people were checking out the sky, and the strong crosswind, and discussing the challenges presented.

During this time Dave Todd had arrived with his 19m craft, GBZ, and had got that rigged and ready to fly.

In the meantime, towie Rex Carswell, ably assisted by Ray Burns, got RDW ready to fly, and went out to tow Dave and GBZ into the sky for the start of what would be an almost two-hour flight in quite challenging conditions.

By this time GNF was ready to fly and had been towed out to the threshold. My task was to take it for a test flight following all the work and the rigging, to confirm it was fit for purpose :) I released at 1500' expecting to make a quick test flight and head back down. However, the small thermal I flew through proved tempting, and after a lot of orbiting I was up at 2000' and getting in some good testing. However, it was only a test flight, so after really checking it was all working, I headed back down to the ground, joining for a cross wind landing and proving that, with zero headwind component, a glider can be hard to slow down ...

While I had been airborne, Alex Michael had launched in GMP. He had a good flight but did not find a lot of lift, and this proved to be the only other single flight of the day. Next up in the twin was David McGowan, who had not flown for a few weeks. He managed the conditions well, keeping good control in the aerotow and tracking down a few patches of lift, although it proved difficult to do much with them and before too long we were joining back into the circuit for a good landing.

By the time we finished, the ATC cadets were also all done with GNW. The last flight of the day was Peter Thorpe up in GNW with Ray Burns, after which the motor glider was returned to its hangar with the help of the remaining cadets.

While we returned the club gliders and towplane into the green hangar, several single gliders were being picketed out in the hope that Sunday was going to provide some good airtime. A reasonable group of us then gathered around the fridge, sharing stories of intrepid flying and happy that the fleet was all back in service, and the weather was starting to show some promise. In total there had been 8 flights in the motor glider and a further 4 glider flights, so a reasonable day.



Sunday – Andrew Fletcher reports

Sunday was my day to instruct after swapping with Ivor earlier in the week.

It was a nice day, some gliders were still rigged from the day before in anticipation of a good days flying, and it was!

First job for me was my own BFR that Peter kindly turned up to do for me, naturally we had breakfast at our local cafe Puriri before opening up.

The list today was long and distinguished, Craig Best, Kazik Jasica, Alex Micheal, Kashin Bhashyam, Lionel Page, Jonathan Pote Nick Vyle, David McGowan, Dave Todd, Ian O'Keefe and Steve Foreman (AKA Hawkeye)

I Opened the airspace, the hard deck for this Op was 4500 feet! 😊

By the time my BFR was done the sky looked good, Alex, Kazik, Dave and Craig had already launched into a good sky and got away.

My first instructional flight was a trial flight with Leslie (one of Alex's mates) we had a nice hour in our local area finishing off with a wing over and a circuit.

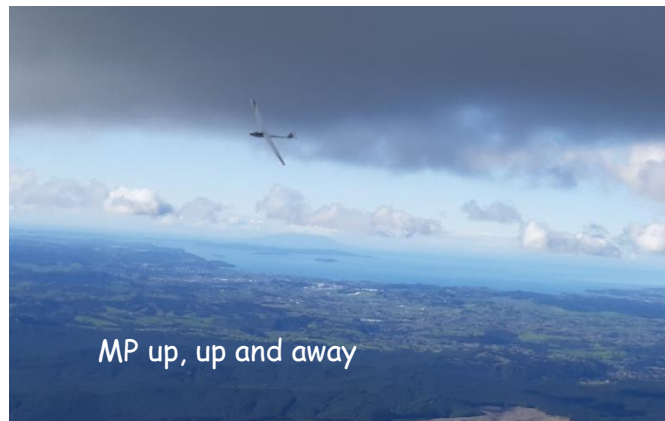
Next up was Nick, a good soaring flight was in order, the conditions didn't let us down. Airspeed indicator covered, yaw string taped straight we got straight into it climbing away to 3000 feet, we made our way out towards Waimauku where there seemed to be a convergence forming. It was a classic stepped cloudbase, we spent some time there with Ian climbing before heading home. A good flight of about an hour and a first for Nick experiencing a convergence.

David McGowan was next for a check flight and another solo, he spent around 20 mins in the local conditions before returning. Unfortunately for David the sky was beginning to go blue close to the field as the convergence became more established out to the West making it difficult to stay aloft.

I finished with a nice flight with Harvey (11 years old I think), Harvey being all of 35 kgs had to jump in the back so I flew from the front. We flew in gentle thermals for around half an hour, Harvey taking the controls from time to time to have a go at turns and uppy and downy bits for fun.

All the pundits had good flights of around 3 hours a great day after all the bad weather we have been getting.

See you all next time 😊



Picture Stories and some words – Some of the going on's over the last two weeks



It is unclear if the hammer was to gently convince NF or the rigging party to get it together. Whoever it was it aimed at, it / they got the message!!

Well done Ray for achieving your Type Rating in the FK9 RDW. We also understand he won the Spot Landing Contest in the ASC Power Section Competition held on the weekend. Rumour has it he may have switched the engine off. Great stuff.



 Admin - August 17 at 8:06 PM - 📷

Club Captain Kishan organised a top notch mid-winter dinner at The Tavern at Riverhead. An awesome meal and venue. A big thanks to Kishan.
More photos can be found in the ASC Members area of the Website.



A very Happy Birthday to Tony Prentice on the Weekend. He was surprised at the Mid-winter dinner with a fab Birthday cake. Tony has relayed a message to me to pass on to the secret elves who set this up and everyone who shared this event with him "I would like to express my appreciation of the recognition of my anniversary and the cake". You're Welcome Tony. Just remember do not eat all that cake, that PW5 will become very snug otherwise. 😊



Admin - August 17 at 8:22 PM - 🌤️

Last weekend turned out good for soaring activities considering it is still winter. As you will see from the previous posts, several achievements for members. Quite a bit of single seater action. On Sunday, Steve Wallace, Craig Best, and Alex launched their 15m wingspans into the darkish overcast flights. Steve in KT was up for over 2hrs, Craig in ON just short of 2hrs and Alex in MP well over an hour. The PW5 pairing could not reach the lift and were back sooner than liked. Work on the Twin Astir continues as the 7000hr check is undertaken. So all in all, many successes and pretty good going for this time of the year.



Even when the weather was not great some Virtual X-country training sorties took place to learn about flight computers



Great to see the Mosquito Squadron returning to the flight line last weekend. Lionel & Craig had Oscar November flying on the weekend after a 6 year hiatus (joined by KT Steve Wallace). Could note wipe the smiles of joy from their faces. And that mighty new trailer functions so smoothly. Congrats chaps. A very exciting soaring season ahead.

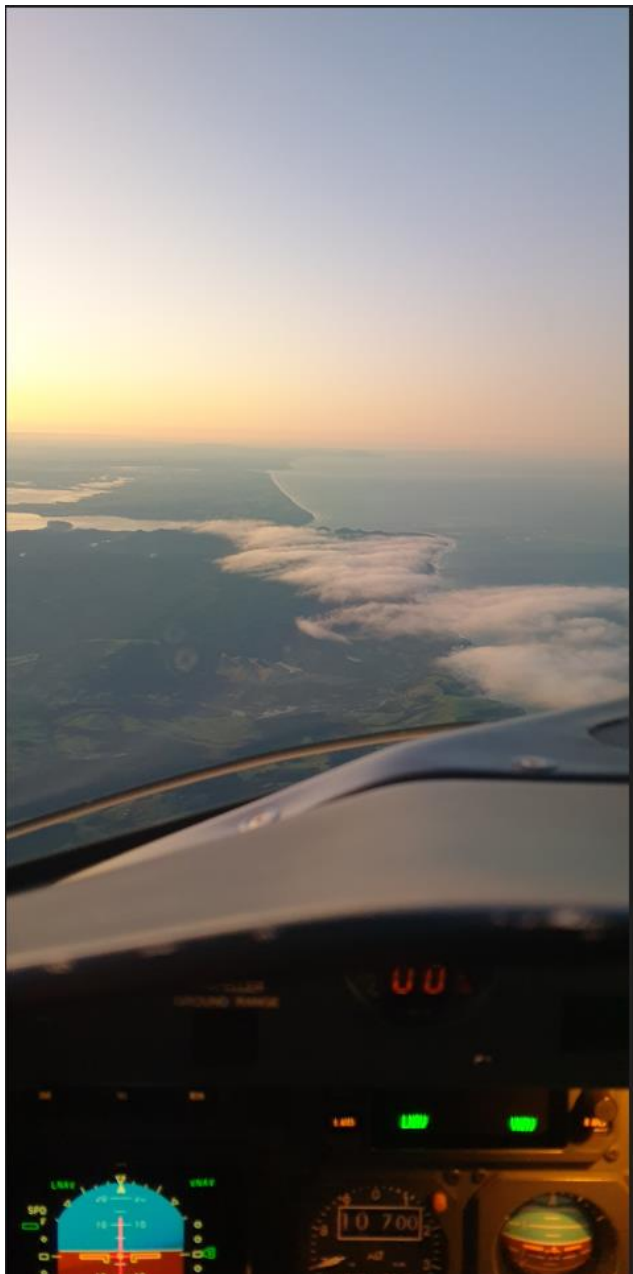
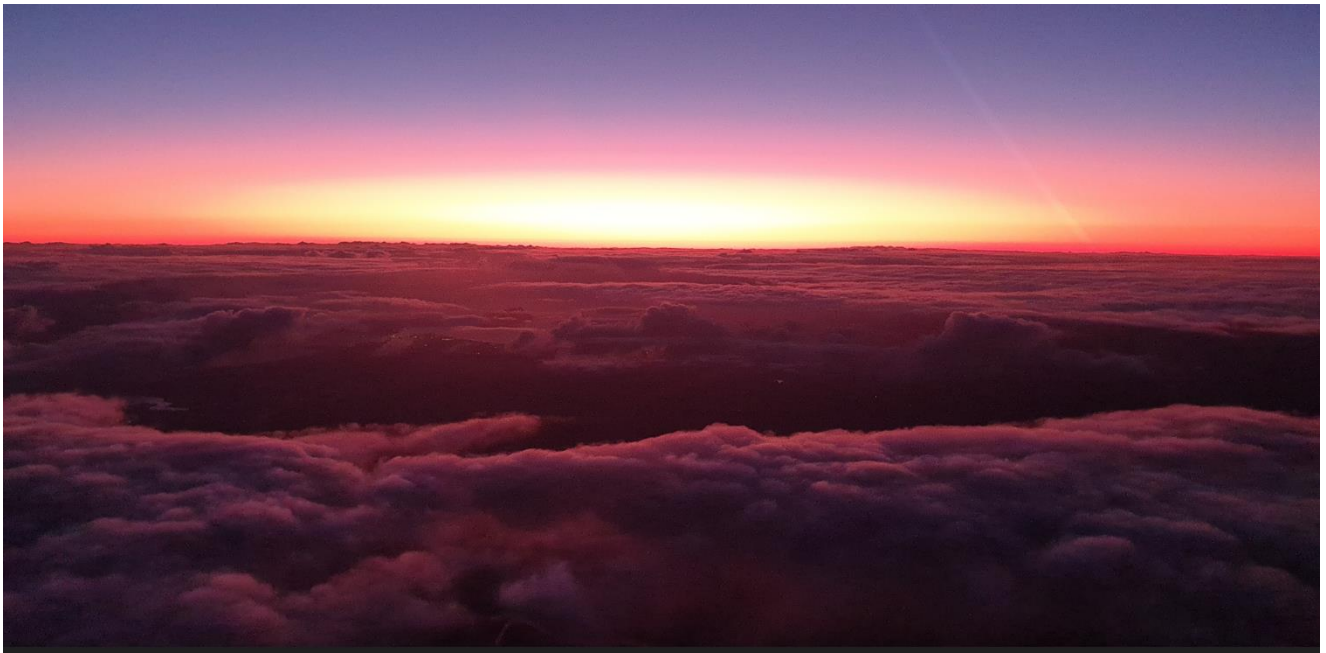




The Mighty Mosquito buzzing the sky. Craig and Lionel giving ON a good Workout last Sunday.



Great Sky and can you spot the PW5? Kazik giving VF a whirl



Some shots from Andrew Fletchers Office
(Dash 8)

Above - Sunrise from Kerikeri to Auckland

Left- Our very own ridge just before the
inbound turn for the ILS into Auckland

*Look at the West Coast stretching. Never
seen it at that height before.*

*Hey youngsters if you want a view like this
get into aviation.*

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
	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