

WARM AIR 20 / 21 Jan 2024

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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Bank Acct 38-9014-0625483-000

Saturday 20 Jan	Instructing: I Woodfield Towing: R Heynike Duty Pilot Cover needed
Sunday 21 Jan	Instructing: L Page Towing: D Belcher Duty Pilot S Foreman

MEMBERS NEWS

In this edition of Warm Air

Club News

Weekend Reports

Roster

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

Club News

Duty Pilot Cover this Saturday

If someone is able to provide Duty Pilot swap for Shiv on Saturday that would be great as he will be away.

Documents

Duty Pilots - if we run out of forms (such as indemnity forms) please print some more. They are all available on the website.

If you are unable to print them, at the very least, TELL SOMEONE who is capable of producing more. Preferably BEFORE we run out.

Hot Weather and Fatigue

A reminder to keep hydrated, wear a hat, cover up and where able get into some shade if on the ground. The temperatures have been really high, and it is incredibly fatiguing. So, monitor yourself and look out for others.

Towing Gliders with the Tractor next to other parked Gliders and solid structures

Just some observations where members continue to thread towed gliders between parked gliders or structures and come very close to smacking into these. There have been several close calls and no doubt the odd ding. With long wings, poor visual references, noise of the tractor, and miscommunication between tractor driver and wing walker it is too easy for collisions to take place. Also, our lovely red tractor has an incredibly sensitive clutch and can leap forward if you let the clutch out too quick which jerks the towed glider forward and potentially into some stationary object. So simply, ensure you are at least maintain a 2-metre gap between any part of the towed glider and any object. If unsure, stop and check the distance. If too close, release from the tractor and then manually push with someone holding and controlling the wing. And if need be, re-position any parked gliders to provide more room. This is simply a time issue and the so-called time saved towing the glider closer may mean nothing if you damage it. The consequences to damaged gliders will result in a cost to the owner, the club and those persons who caused the damage. And before someone says insurance covers it. No, it does not for many who have to pay the first 5 -10,000 dollars in excess. So, if you are the culprit, you may expect to receive the riot act from the owner, and a bill to pay for repairs from the damage you have caused. So, slow it down, check and give your self-time and space.

Holiday Soaring Summary

Well with generally good soaring weather the club was active throughout the holiday period. A big thanks to instructors, tow pilots and support teams who managed the books, launched and organised pilots and gliders throughout the day.

Some notable X-country flights were undertaken. Steve Forman and David Todd headed to the far north. David heading towards Kerikeri and Steve towards Kaitaia and made to home base and did not use the turbos. Steve repeated a similar flight, taking a westerly route inching closer to Kaitaia. *Jeez once going to Springhill at Wellsford and back was considered a major journey.*

Those without Turbos also went North. The Mossies with jockeys Steve Wallace and Craig Best went past the Brynderwyns. And at least one made it back.

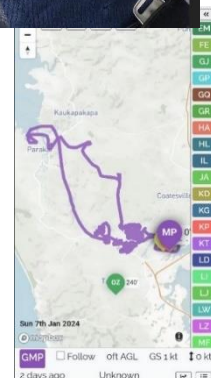
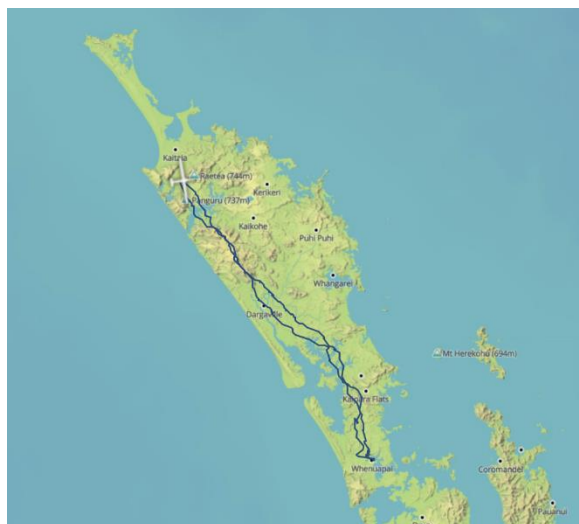
Craig did have two successful landouts, one at Springhill and the other at Maungakaramaea while attempting a sortie to Kaikohe. The latter resulting in a long retrieve which saw Izzy and Shiv go on the rescue mission to Maungakaramaea which is in between Dargaville and Whangarei. All turned into pumpkins as they returned to base after midnight. Izzy had also landed MP at Parakai the same day and had a yarn with the Skydivers.

Others enjoyed local soaring conditions, Kazik giving his DG300 a great workout. Tony had a co-pilot join him in the PW5. Several students got the opportunity to consolidate their training post youth glide event. And Ben stepped into the single seat Asitr.

Yves Gerster joined us for a couple of days to soar and yarn. He had just competed at the Worlds in Australia. Yves has done some epic soaring flights in Europe and is an extraordinary pilot. So glad to see you back, be it briefly after 7 years.

Steve Wallace flew at the Auckland Contest and did very well. With high temperatures and long long soaring flights, exhaustion comes to mind.

So, all in all a great holiday soaring period which has been sorely needed. So may the weather stay on our side.



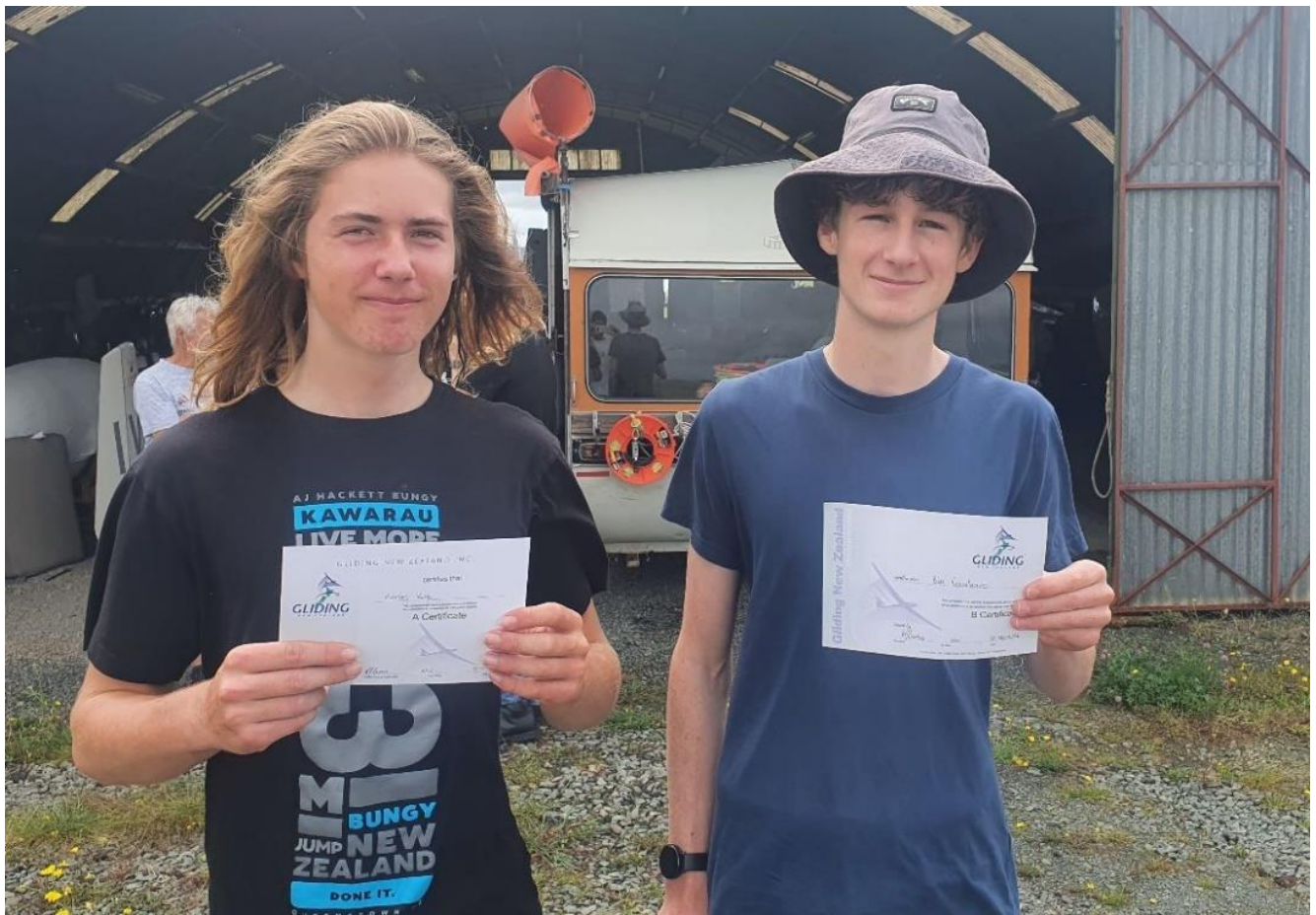
Steve Wallace has a story or two

I did a lead and follow coaching flight with Craig Best on the 7th. Two Mossies heading North. We did meet up with a couple of the gliders flying out of Kaikohe just west of Whangarei. On the way back we went a bit too far west into the sea breeze affected air and got low (which is quite obvious on the trace). Craig ended up landing out and needed a retrieve from 107km north of Whenuapai. I eventually got back up into the convergence and only needed to take a few turns all the way back to Whenuapai.

I then went down to the Drury enterprise competition which is always great fun. You get points for OLC distance covered, flying over the sea or Lake Taupo, photos of bridges and the South side of Titiraupunga, etc. I was only able to fly three of the six days but did win two of those three days. One of the most enjoyable flights was around the Hamilton airspace flight where again on the way home I picked up a lovely West Coast sea breeze convergence which I was able to fly from south of Te Kuiti all the way up to just short of Huntly without turning.



Congratulations to Ben who completed his **B Certificate** and also converted to MP and Marly who completed his **A Certificate**.



Weekend Reports

Duty Instructor Ivor reports for Saturday Jan 13

The weather on Saturday was generally hot, with light and variable winds all day, resulting in some light tailwind conditions on the ground at times. As the forecast was for winds from the west for most of the day we remained on runway 26 throughout.

The first glider launch shortly after 1100 was Steve in GXM, following a couple of RDW flights for Gus. Steve had a great flight to Kaitaia and back, just over a 5 hour trip along a strong set of pressure lines up the west side of the island. The first flight in GNF with Cassian, who had a good flight, demonstrating some good speed control making use of some early lift. He completed the flight with a well-controlled approach and landing. While we were up, Tony launched in GBD for a local flight of over 2 hours. Then Al got almost an hour in GNF, including flying much of the launch and then some good soaring, including a set of stalling exercises and a return down to the flare.

Next up were four single launches. Craig in GON, Ian in GHS, then Kazik in BC and Ben in MP with two launches each. Kazik flew a circuit before launching again for a 4 hour flight. Ian was also away for almost 4 hours, with Craig and Ben achieving close to 2 hours each.

Next in GNF was Michal who made good use of available thermals and then it was Jonathan's turn, with a very successful flight, finished off with a good landing.

Having returned while Jonathan was flying, Ben went back up in GMP for a further 150 minutes and then next up in GNF was Clemson Cheong, returning for the last of his trial flights, and making good progress. Then it was another flight for Cassian in GNF, this time to experience an emergency launch failure, which occurred at around 500', and helped to demonstrate some non-normal aspects of glider flying.

The final flight of the day was in GNF, flown by Ray and Craig who were investigating various stall entry and recovery scenarios. I understand it all went well.

All gliders were back on the ground by shortly after 1800, by which time we had made a total of 15 glider launches and experienced lots of great gliding :) Thanks to those who helped out on the ground throughout the day in some very warm and sticky conditions, and congratulations to those who managed to work their flight some distance from launch before returning back successfully.



Duty Instructor Lionel reports for Sunday Jan14

Nice start on Sunday with Craig collecting the key for me as he had work to do on GON. A beautiful day with blue skies and lots of nice puffy clouds, but also a cross wind that could not make up its mind which way it wanted to blow.

First up was Jonathan who managed a nice long flight before returning to let others have a go. Next was Emerson, a keen new student, unfortunately, the sky gods were not working too well and we only had a short flight. Somewhere in between Ray launched in VF, Ben in MP, Tony in BD, and Kazik in BC. They all had extremely long flights with the CFI Ray taking the honours for the longest flight by 2 min. (Flight time 2 hours 37 min)

Craig took his daughter and family for passenger flights and thanks to Ray who took over instructing for me, I got to have an hour in GON.

Great day with loads of thermals or convergence lift but it did cycle and those that were high stayed up while some mere mortals headed back to the field.

All pack up by 5 pm in time for a cool one in the hangar with more war stories. A huge thanks to all those who came out and flew and helped in running the show.



Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jan	20		I WOODFIELD	R HEYNIKE
	21	S FOREMAN	L PAGE	D BELCHER
AKLD ANNIVERSARY	27	B GAMBARO	A FLETCHER	G CABRE
	28	B HINDS	I WOODFIELD	R CARSWELL
	29	K JASICA	R BURNS	R HEYNIKE
Feb	3	I KHRIPUNOV	R BURNS	D BELCHER
	4	D MCGOWAN	L PAGE	P EICHLER
Waitangi Day	6	R MCMILLAN	I BURR	G CABRE
	10		I WOODFIELD	R CARSWELL
	11	K BHASHYAM	L PAGE	P EICHLER
	17	I O'KEEFE	S WALLACE	R HEYNIKE
	18	T O'ROURKE	I BURR	G CABRE
	24	T PRENTICE	A FLETCHER	D BELCHER
	25	R WHITBY	R BURNS	P EICHLER
Mar	2	R BAGCHI	I WOODFIELD	R HEYNIKE
	3	C BEST	P THORPE	G CABRE
	9	S CHAND	L PAGE	P THORPE
	10	S FOREMAN	S WALLACE	D BELCHER
	16	B GAMBARO	A FLETCHER	G CABRE
	17	B HINDS	R BURNS	P EICHLER
	23	K JASICA	I BURR	R HEYNIKE
	24	I KHRIPUNOV	I WOODFIELD	R CARSWELL