

WARM AIR Oct 5 2024

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org [ASC Gliding | Facebook](#)

Bank Acct 38-9014-0625483-000

Saturday 5 Oct	Instructing: Towing: Duty Pilot	P Thorpe R Heynike A Javaremi	(help needed to rig NF & VF)
Sunday 6 Oct	Instructing: Towing: Duty Pilot	R Burns R Carswell M Kuys	(ATC 5 SQD.... Early Start Please)

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

We'll quite a bit of adventure last weekend. And the clubs first landouts for the season. All done safely and everyone has a story to tell.

What comes apart needs to be stuck back together

As you will soon read or seen via Facebook, NF and VF have been de-rigged and now need to be rigged first thing Saturday morning. So, appreciate a team of helpers to head out and add some muscle to put the transformers back together again.

Membership Forms

Yes, that time of the year again to complete the annual membership form for the forthcoming year and pay your fee's. Our treasurer gets very excited this time of the year, so don't tease him for too long.

You can download the form at this link

https://drive.google.com/file/d/1bUn3T567NYcakKw9upQBeivOOTb85Dbs/view?usp=drive_link

Or you can take the one in the email attachment. If you have doctors writing, you can fill the form out with the text from your computer device. Magic!!

So off you go, download, write up and cough up the dosh for fun, adventure and freedom.

Labour Weekend 26th – 28th October 2024

The club is intending to head down to Matamata for Labour Weekend. So, note this in your diaries and get planning. We will be needing to know numbers intending to go, who can take trailers and other gear. We will send more details out sooner to the time.

Also, there is the opportunity for a member to ferry via Aerotow the twin down to Matamata on the Saturday morning. So, if you are interested, please let the CFI know. The twin NF will remain down at Matamata following the long weekend to be derigged and taken to Derry's workshop down the road for her annuals. And she will be trailered home after that.

Annual General Meeting / Start of Season Safety Brief 19th Oct Saturday 10am

Another 12 months has rolled around for the AGM and Season Safety Brief. This will be held on **Saturday 19th Oct, 10am at the Skyline Shed**. The treasurer says we have enough dosh for a BBQ and a sausage or three as well. So, remember the Safety Brief is compulsory and if you are keen please put your hand up to be on the committee. Fresh ideas and involvement are greatly welcome.

Trophy

Our CFI is collecting various trophies for upcoming presentations at the AGM. He is even polishing them. However, we are missing the Roy Evans Trophy. So if you have it, can you let Ray know.

Weekend Reports

Saturday – Andrew Fletcher reports

Saturday 28th looked like it would be a reasonable day, I began in the usual way with breakfast at Puriri. The first launch was with Ben Sly for the start of his training for landing out, more on this later. The wind has a southerly component, so the aim was to land partly across the strip. This was complicated by traffic but achieved, nonetheless. Next was Tony Prentice after a few weeks off just a circuit and then Tony was off on his own in GBD for a flight lasting just over an hour.



Ben Gambaro launched in GMP for over 2 hours and takes the prize for the longest flight of the day. Marley Kuys also took to the sky in GVF for over an hour in the relatively good conditions.

During this time, I was busy with trial flights, both of which lasted around 40 mins. Ben Sly jumped into GVF after Marley's return and also achieved over an hour of soaring before his return.

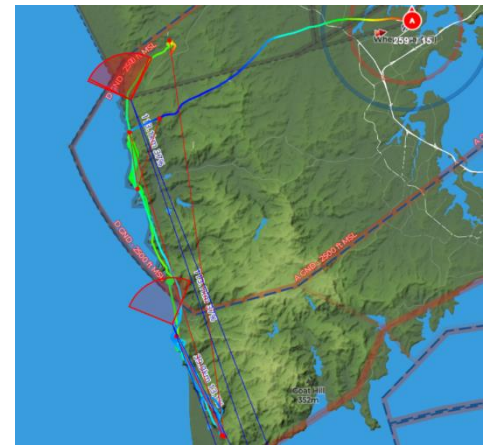


I finished my day with Alireza Nejati, it was a 35 min flight focused on energy lines to maintain altitude in dying conditions. On my return GNF was procured by Ben Gambaro and Marley Kuys (rapidly becoming the dynamic duo). They looked at me and said "see you in an hour or so" I like that confidence. One hour and sixteen mins later they returned, not only did they talk the talk they walked the walk too, nice one you two!

Another instructing day done, but not the end of my weekend.



Sunday dawned and offered the potential of a coast day, all the interested parties met at the cafe for breakfast to brief and plan. The forecast indicated that if the coast were to happen it would be after 1300 hrs. We monitored the conditions through the morning, but the wind remained under the 20kts that was required to launch. Just after 1300 the wind picked up the Karioitahe weather station indicated a wind of 240/22 gusting 27 the wind at the field also had picked up. We monitored this for 20 mins and then launched to the coast. I arrived at Muriwai with Ben Sly and established onto the ridge at 1300 feet. We were able to sustain but the lift felt soft, Alex Micheal also joined us. We worked the ridgeline between Piha and the Manukau Heads upto 2000 feet. The conditions did not look strong enough to cross the Heads to head further South, after 90 mins airborne it was time to make a decision, could we make it home or was this a landout? The answer was an easy one, the chances of getting back to Whenuapai were slim at best. We made our way back to Muriwai and then turned East towards the area of landable paddocks, picked one without sheep and landed. Ben did say he wanted to work on short field landings etc, I think this was a good fit, all be it not according to the plan.



Sunday – Izzy reports

Alex messaged me earlier in the week about a potential coast day on Sunday and reported Andrew was also keen to take the twin down, and Ben wanted to give it a go in MP if the conditions were up to it. Given all this it meant an early start at the cafe with plenty of looking at weather forecasts and wind reports. Before any coast launches, I had some cadets to fly from 30 SQN, with all 5 done by lunchtime. The coast hopefuls were still debating whether conditions were right, so Ray ended up taking AI up for a no instrument circuit in what were fairly challenging conditions while I took a short sandwich break. Cassian was also keen to experience the strong crosswind conditions, so we went up for a circuit which was well flown by Cassian. At this point, Andrew had decided to give things a go, so he launched with Ben Sly in NF out towards the west. Upon getting there he decided it probably wasn't strong enough for a first coast solo, meaning Ben G decided to go up for a local flight instead. Alex was still keen however and followed in VF.

While waiting I was keeping an eye on flight radar, and after an hour or so of watching the two gliders fly between Piha and Muriwai, reaching a maximum of around 1500ft, it seemed unlikely they would make it back home. My suspicions were confirmed after watching NF disappear off radar in the vicinity of some paddocks inland from Muriwai, followed by a call from Ray saying to prep NF's trailer as Andrew and Ben had landed out (first landout of the soaring season!). Not too long after, we were told Alex had landed in the same paddock. A team was soon assembled and with Ray towing NF's trailer and Ivor towing VF's, we made our way out west. It took us all



about 2 hours to derig both aircraft, followed by a 30 minute drive back to Whenuapai. The day's adventures were discussed over a cold drink, and we were all on our way home before 8pm. Thanks to all those who helped during the day, particularly Ray, Rex Sly, Ivor, Ben G, and Steve Foreman who all helped out with the retrieves.



Alex Reports on Coastn'for a Lamb Roastn'

It was quite convenient that Andrew and Ben had landed out first. Andrew radioed to say that their paddock was good, that it was north of Muriwai Road next to the quarry, and that there would be space for me to land. All I had to do was find the paddock with the glider in it!

The 3,2,1 rule for paddock landings is a good one. At 3000ft you fly to an area where you know there are paddocks. At 2000ft, you have paddocks picked out. At 1000ft, you're setting yourself up to land in one of them.

My problem was that I only got as high as 1600ft south of Muriwai beach. Leaving the comfort and certainty of the coast, where I could at least maintain height, was not easy. I was very reluctant to leave that low without a decent paddock immediately in sight. I thought I could get up to 2000ft if I was patient enough. I worked the ridge and incoming clouds but no dice.

I tiptoed further north to fly over Muriwai beach but got sprinkled with rain, which prompted me to go back south again to dry up. Even slightly wet wings can significantly degrade performance. There was no need to rush. I eventually made it right over the beach again where I could roughly make out the quarry next to where NF had landed out. This time I was ready to go for it.



As I was tracking inland I was constantly assessing my options:

*Nope, not that one. Sheep, sheep, sheep.
Ooo this one looks good! damn, fences
cutting through. Hmm not into wind... Hey,
there's NF!!!*

He landed in THAT paddock?!



I didn't like how splotchy the surface looked; it didn't look as nice as the manicured green fields all around. But it was big, uphill, into wind, and one of the few that didn't have any stock or that were too steep. And it was pretty hard to miss with a big glider in it.

My eye did catch a better-looking field nearby and I flew a close downwind to survey it. At that point I had contacted some surging air and I went to do an orbit. Of course, it didn't amount to anything and I lost sight of that better-looking field. Those damn fake thermals can be a real distraction! However, when I rolled out of my turn I was perfectly lined up for a long final approach into NF's paddock. At that point I had a proven paddock in front of me, and I didn't have time to be indecisive. So, I committed to the approach.

This was my first time landing uphill. I knew that I had to keep the speed up because energy would wash off quickly during the flare. Touchdown went well. Then a few seconds into the landing roll I was yanked unexpectedly 90° to the left. I went sideways for about 3 seconds before coming to a stop. Thankfully there was no apparent damage to the glider. I think a combination of wind shear, the rapid loss of energy during the flare and the rough(ish) surface increased the probability of a ground loop.



Not too long after I had landed out, the ASC Retrieve Dream Team came to the rescue. They clearly didn't have faith in us to have arrived that quick! Huge thanks to Steve F, Ivor, Ben G, Rex S, Izzy, and Ray for helping us out. They made it too easy. Although I had prepared for a 300km coast run, landing out at Muriwai was a great learning experience and I am a better pilot for it.

Lesson Learnt Department – Young Ben G shares with us his whoops moment

After joining the circuit I experienced a great amount of lift throughout the downwind leg and turned base at just over 1000ft AGL to the best of my memory. I was contemplating what type of approach I was going to fly, as now I was higher than normal with all this lift and I was thinking about turning onto final high and doing a steep approach using a sideslip and brakes open for practice.

I unintentionally let these decisions distract me during the circuit and forgot to do my pre-landing checks. I remained high as I turned onto final and did a steep approach in a sideslip also using the brakes. I recovered from the sideslip low to the ground on a stable approach towards my aiming point, but suddenly realised I had not extended the gear. I managed to very quickly extend the landing gear and land safely a few seconds later with the wheel down and locked as normal but Alex on the ground said he saw the gear pop out during the flare, so that was a very close one.

I thought you could take my incompetence on Saturday as a reminder that it can sometimes be easy to unintentionally let your brain move to a different place while flying and forget something important. For example, seemingly simple things such as other traffic in the circuit, talking with the tower, coming home from a long tiring XC or planning an abnormal approach might lead you to forget something crucial like the pre-landing checks if you are not aware that these things can distract you. I know that I will be paying more attention, especially in crucial parts of flights such as the circuit, to not let abnormalities take my mind away from important tasks I must remember.

Ben, awesome lesson to share. And you are not alone having this happen to you. Many other have and others will follow. But hopefully with good discipline, saying your pre-landing checks out loud and concentrating on each segment, there will be less of these occasions. Good on you for telling us, this is part of great airmanship. Even World Champions have made this error [Landing without Landing Gear | Glider Mishap \(youtube.com\)](#)



Central Plateau Comp.

2024 – Centennial Park, TAUPO

It is almost time to kick off the soaring season! Come and join us at Centennial Park for the Central Plateau Soaring Competition. Whether you are a novice or an experienced competition pilot there will be tasks to suit everyone.

Saturday 2nd November – Saturday 9th November
Practice Day – Saturday 2nd
Start date – Sunday 3rd

Contest Director: Hugh de Lautour

Early Bird Entry Closes – 25th October 2024

Camping and Accommodation available.

For more information contact **Trace Austin** on
0220 289 842 or traceaustin@hotmail.com

Taupo – located in the heart of the North Island. It is a playground, not only for soaring pilots but the whole family.

Attractions:

Skydiving
Bungy Jumping
Golf
Fishing
Water Sports
Shopping
Tramping, plus lots more.....

Bring the whole family.

Early Bird – Get your entry in and paid for by the due date and enter the draw for Supercar Tickets.



Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
Oct	5	A JAVAREMI	P THORPE	R HEYNIKE
	6	M KUYS	R BURNS	R CARSWELL
	12	P SCARBOROUGH	I WOODFIELD	P THORPE
	13	M WEYNA	S WALLACE	R BURNS
	19	D MCGOWAN	L PAGE	G CABRE
	20	K BHASHYAM	A FLETCHER	R HEYNIKE
Labour Weekend	26	I O'KEEFE	L PAGE	R BURNS
	27	T PRENTICE	S WALLACE	R HEYNIKE
	28	C BEST	L PAGE	P THORPE
Nov	2	S CHAND	I BURR	R CARSWELL
	3	S FOREMAN	A FLETCHER	P THORPE
	9	B GAMBARO	I WOODFIELD	R BURNS
	10	A MICHAEL	A FLETCHER	G CABRE
	16	G STANFIELD	P THORPE	R HEYNIKE
	17	K JASICA	S WALLACE	R CARSWELL
	23	I KHRIPUNOV	L PAGE	G CABRE
	24	C HAYWARD-SLATTERY	R BURNS	R CARSWELL
	30	A JAVAREMI	I BURR	R BURNS
Dec	1	M KUYS	I WOODFIELD	P THORPE

	7	P SCARBOROUGH	A FLETCHER	R HEYNIKE
	8	M WEYNA	S WALLACE	G CABRE
	14	D MCGOWAN	L PAGE	R CARSWELL
	15	K BHASHYAM	P THORPE	R BURNS
	21	I O'KEEFE	R BURNS	R HEYNIKE
	22	T PRENTICE	I BURR	G CABRE