

WARM AIR 16 May 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe/Jo Olszewski	
	Duty Pilot: Ian O'Keefe	
Sunday	Instructing: Steve Wallace	
	Towing: Rex Carswell	
	Duty Pilot: Thomas O'Rourke	

MEMBERS NEWS

SATURDAY *Towie Craig Rook gets first hack*

The day turned out to be a real cracker after the fog burned off, with a long convergence right over head the field stretching NE.



New "keen as" member Sam was first up in MW with Rex for well over an hour and probably got the best conditions of the day. That just left Tony and I on the ground, Tony wondering if a wing down launch in MP would be OK. Soon after we dragged her out and DI'ed, Brendan, Ian and Andy turned up.

Tony went up in MP for about 40 minutes, followed straight after by Brendan in MW. Last flight of the day was Andy in KK.

Just 4 flights for the day and all packed up at about 3pm.

Instructor Rex carswell takes up the story: While eating my Weetbix and having a cuppa, the sky was looking okay with some convection trying to start. However, upon receiving my official 'MetFlight' weather briefing, it suggested a few showers could creep in from the southwest. Otherwise fine with southerly winds of 10 to 15 knots at gliding altitude. Ivor Woodfield kindly collected the gate keys and received the briefing and ground RT from Base Operations - on my behalf.



Sure enough, a shower coincided with my arrival, albeit a fairly light one. The cloud base looked very low and dark for quite sometime - didn't look good at all. Prospective new member Sam Thomas remained hopeful of getting a flight so we set about D.I'ing -the twin. Before long others trickled through the gate - including Tony Prentice, CFI Ray Burns, and towie Craig Rook.



The 10 knot crosswind slightly favored the '26' end so approval was sought and obtained. First flight got away soon after midday with Sam in the twin. Sufficient lift was present in the sou'westerly streets to maintain aloft, so it was a great opportunity for Sam to get heaps of time at the controls. No one else wanted the twin, so we kept on keeping on. It is important at the early stages of 'primary control', to have the student pilot obtain lots of time getting the feel of how the glider responds to their input, rather than leap forward too fast in the syllabus. The best learning is through self experience. "Get the basics sorted first". A very satisfied Sam achieved an 84 minute flight.

Having seen that 'lift' was about, Tony Prentice took a flight in the PW5. A 36 minute jaunt ensued. In the meantime, Brendan Moore had arrived at the field and patiently waited. Brendan is progressing well into the A Certificate syllabus, but again with no one else waiting - and a good possibility of sustained flight - the briefing again was to consolidate 'the basics'. A good 53 minutes was achieved improving speed control, along with entering and exiting turns in the broken thermals.

The only other flight of the day was Andy Mackay in his Mosquito GKK. I think he spent most of his 45 minutes out to the west. Club Captain Ian O'Keefe was present for a chunk of the day helping out, but I forgot to ask him why he didn't take a flight.

So that was that. It was unusual having the twin log the longest flights of the day.

SUNDAY *Instructor Lionel Page gives the goods*

An early start but delayed arrival due to Mother's day commitments. I was still first to arrive at about 9.30 with Tony (stand in duty pilot) arriving very shortly afterwards. Next was towie Peter T - so had all necessary people but no other club members. Once MP and MW were DI'd the hordes began arriving.

First up was Ray to see if he could do what he teaches - a no instrument circuit. Well he certainly showed me why he is CFI. His estimates of heights and speeds were very close to those indicated. And obviously the circuit was spot on. He can now safely say do as I say (and as I have done!)

Next up, we reversed roles and Ray was instructor, whilst I did a normal circuit so see if Ray could find any faults. Good to get a little P2 between BFRs.

Tony and Neville took GMW for a flight but the lift was patching and they arrived back a little while after getting airborne. Kishan, not to be discouraged by the short flight, took GMP and was soon calling to have more airspace opened so he could climb higher.

Ray duly opened G154, 155 and 156 and Kishan climbed to 3,500ft before doing a few altitude eating exercises which left him heading back to Whenuapai. Andy took GKK for a flight and we still well up after an hour, but pressure from the tower to "stay up or come back" had him choosing discretion over valour and returning.

Even Hawk-eye popped out to upgrade the software in his machine - I think he must have an LS8 by now.

No other takers to sample the conditions, saw us pack up early and head home by 3.30pm. Good day, lots of members out, not bad conditions but not much flying. Still a great way to spend a day.

TAILPIECE

Our newest would be towie, Jo Olszewski starts her training with Peter this Saturday. Now one of the essential ingredients required in tow pilot training is.....some folks to tow up. So..... despite the forecast not being that flash, can we please have a goodly number of folks wanting an aerotow. Might even run a landing contest while we are at it.

AvKiwi Safety Seminars



Weather can be a puzzle – you’ve got all the pieces, but how do you fit them together to create the right picture?

Accident investigations suggest that pilots who had weather related accidents didn’t understand the weather.

This year’s seminar can help you navigate your way through the mass of information out there. You’ll also hear some close encounters of the weather kind from pilots who lived to tell the tale.

At the seminar, you’ll get early access to our free apps and new online course, plus learn how to fit the pieces of weather information together.

AvKiwi Safety Seminars are FREE to attend. More venues added soon.

If you attended one of the seminars, your attendance sticker will have a unique password to gain immediate access to our new online course, link below.

[Wx Matters online course](#) - access for seminar participants

If you were unable to attend a seminar, access to the online course will be available once the seminar schedule has been completed.

Auckland	Tuesday 19 May, 11:00 am ATC Hall, Ardmore Aerodrome
	Tuesday 19 May, 7:00 pm Auckland Aero Club, Ardmore Aerodrome
	Wednesday 20 May, 7:00 pm North Shore Aerodrome



NZ Warbirds

Proudly Present

"NIGHT of the BLACKBIRD"

A presentation by Brian Shul -
A Vietnam veteran who became a
World renowned pilot of SR71 Blackbird
to earn the title "Sled Driver"

7:00pm SATURDAY 16 May 2015
NZ Warbirds Hangar, Ardmore Airport

Cost: \$75 which includes supper
Refreshments available

Tickets available by contacting melanie@ardmoreairport.co.nz
or phone 09 298 9544

DUTY ROSTER FOR May, Jun, Jul 2015 Final

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	2	D GREY	I WOODFIELD	J WAGNER	
	3	B MOORE	S WALLACE	D BELCHER	
	9	E MCPHERSON	R CARSWELL	J OLSZEWSKI C ROOK	
	10	G HEALEY	L PAGE	P THORPE	
	16	I O'KEEFE	R BURNS	P THORPE/J OLSZEWSKI	
	17	T O'ROURKE	S WALLACE	R CARSWELL	
	23	T PRENTICE	I WOODFIELD	D BELCHER	
	24	G PATTEN	R CARSWELL	J WAGNER	
	30	K PILLAI	P THORPE	F MCKENZIE	
	31	G LAKE	L PAGE	R CARSWELL	
Jun	1	T PRENTICE	R BURNS	D BELCHER	
	6	R STRUYCK	I WOODFIELD	J WAGNER	
	7	R WHITBY	R CARSWELL	D BELCHER	
	13	J FOOT	S WALLACE	J OLSZEWSKI C ROOK	
	14	N GRAVES	L PAGE	F MCKENZIE	
	20	K BHASHYAM	R BURNS	R CARSWELL	
	21	K BRIDGES	P THORPE	J WAGNER	
	27	S FOREMAN	I WOODFIELD	P THORPE	
	28	D FOXCROFT	S WALLACE	D BELCHER	
Jul	4	D GREY	L PAGE	J OLSZEWSKI C ROOK	
	5	B MOORE	R BURNS	F MCKENZIE	
	11	E MCPHERSON	P THORPE	J WAGNER	
	12	G HEALEY	I WOODFIELD	D BELCHER	
	18	I O'KEEFE	S WALLACE	P THORPE	
	19	T O'ROURKE	L PAGE	J OLSZEWSKI C ROOK	
	25	G LAKE	R BURNS	F MCKENZIE	
	26	G PATTEN	P THORPE	J WAGNER	