

# WARM AIR 28 Feb 15

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Peter Thorpe Towing: Derry belcher Duty Pilot: Kishan Bhashyam Bank Acct 38-9014-0625483-000
<b>Sunday</b>	Instructing: Ivor Woodfield Towing: Craig Rook Duty Pilot: Karl bridges

## MEMBERS NEWS

### **SATURDAY** *Instructor Lionel Page starts us off*

A slow start to Saturday's flying. I arrived at 9.30am to find the field deserted (later found out that Roy had been there early by went home to retrieve a forgotten camera.) Slowly members started arriving and we set up on 26. The sky looked overcast and dull until the high cloud dissipated somewhat and some nice clouds formed. Then all hell broke loose (not really) but our efforts at Hobsonville appeared to pay dividends and



we had 3 trial flighters and a new junior member pop out for a flight. The queue for GMW as quite long at one stage.

Kishan Bhashyam took VF up for a long flight (longest of the day with 1 hour and 23 minutes). Well done on get what you needed for your QGP. The day was quite funny in that it started by looking bland and a sleigh ride type day, then it improved remarkably, then the showers arrived, then it cleared a bit and was just about soarable.

One of the trial flighters is a friend of Matt Ledger and Laura Sanderson and he seemed to thoroughly enjoy himself. (Hopefully we will see more of Jamie.) Finished the day with a few ab initio training sessions with Matt and Laura. Both are coming along very well. A nice cool one completed the day. 10 flights for the day.

*Newbie towie Fletcher McKenzie on his second rostered towing day* Checking the weather report the day before had the usual cloudy with sun and a chance of showers.... I love the weather reports... as always a sun, cloud and rain symbol. Anything could happen....

It was mildly sunny when wheeling out the yellow tug RDW, I noticed a few bugs smashed on the wings, she needs a good clean I thought, little did I know how clean RDW will be at the end of the day. After a discussion with Lionel Page regarding the best runway to use, due to the windsocks sitting limp, we decided that 26 would be best. Lionel activated the zone and ten minutes later we watched a Cessna 152 take off on 08...

After reading through my FK9 flying notes, I carried out a detailed pre flight inspection, fuelled up the tug and wiped the prop and wings. At 11:43 I had my first tow. MW and Lionel was up first with a trial flight towed to 2500', some lift was observed. Soon as I landed Kishan was ready in VF, towed up to 2000'. A quick take off compared to MW. Cloud base was around 2000' to 2500'. MW was looking like she was going to be busy with more passengers were waiting their turn. MW landed and was again towed up again to 2500ft for another trial flight. This was followed by a quick turnaround with Andy McKay in KK up to 2000ft. The best lift for the day seemed to be on this tow at around 1000 fpm. Rain was observed and noted.



MW landed once more for an awaiting passenger. Towed to 2000' and Lionel pulled the release in good lift. Landing once again, this time Tony was in position in VF and was lined up ready to be towed. Up to heaven and back down again. The last time I flew RDW was with a strong headwind versus little wind whatsoever which resulted in quite a different landing approach.

After 30 minutes from taking off MW landed with a very happy passenger. Lionel climbed back in the cockpit with another trial flight and away we went. With less headwind and rain showers around I was conscious of my airspeed and height. Hearing Graham's and Peter's words of wisdom regarding rain and the laminar flow wings I was conscious to avoid getting wet. We had a few drops hit us.... hmmm.

Looking at my fuel, I thought that with the lunch break and possible rain coming that I would take the time to go to the station to fuel up the jerry cans. Tony Prentice suggested that I could fit in another flight while he goes and get the fuel, a great help, thank you Tony. MW was up again for a 1000' training flight, easy take off, around to the right and release, watching the rain drops once again...



A quick flight for RDW and MW, just before the rain hit us. It rained for a good half hour, sending a few club members packing. After the rain stopped, Roy Whitby gave me a hand 'washing' the aircraft down, thanks Roy. Just as we finished it bucketed down again. Another 30mins of watching the rain 'clean' the gliders and tow plane (and caravan). With the last of the rain, we waited for the 4pm arrival of the RNZAF Orion to land and Roy and I once more 'cleaned' RDW. I elected to top up the fuel, but I was conscious again of having a longer

take off with wet grass. Max take off with brakes on to get air flowing over the glider and we took off. A 2000' tow with student - we did find some lift, nothing exciting.

The last tow for the day was another 1000' training flight, a long take off with that wet grass, around to the right and release, watching for the rain once again... The team derigged a very dry and clean KK, I landed and taxied back to the hanger with a very clean RDW. So a day of sun, cloud and rain and day 2 of tow pilot duty with ten tows was completed.

**SUNDAY** *Instructor Steve Wallace tells all*

Sunday was a funny old day weather wise. A stationary occluded front was sitting just off the West coast meaning an unstable humid sky. This was enough to keep most of our fair weather flyers away. Kishan Bhashyam, however, was wanting to finish his QGP so he could take his family flying next weekend, so we threw open the hangar doors to a background of dark clouds and rain. Despite the rain moving in and then around us Whenuapai didn't get more than a few light spits. It made for an interesting flight though as we towed out past a collection of small clouds at only 700' over Riverhead then released above the main cu clouds which were sitting at 1,500'. I got to play bad passenger for a bit but Kishan did a good enough job to get his front seat passenger rating signed off and his QGP complete. Congratulations Kishan on becoming a fully qualified glider pilot! We then got a nice long lunch break and were thinking of packing up when new member and ab initio student Brendan Moore turned up. Brendan got to practice straight and level, and plenty of turns as there was a bit of thermal activity. We chased thermals just a bit long getting a bit low, resulting in a demonstration of what a really horrible low level close in circuit looks like. It was a no wind day and it took Brendan to ask if landing on 08 instead of 26 was an option at which point I had to admit that that would have been a much smarter thing to have done. Then that was it for the day. Only two flights but at least we got airborne!



**KISHAN IS QGP**

Congratulations Kishan Bhashyam.....QGP and a passenger rating.



**DUTY ROSTER FOR Feb,Mar,Apr Final**

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb	14	G PATTEN	I WOODFIELD	C ROOK	-
	15	R WHITBY	R BURNS	R CARSWELL	-
	21	J FOOT	L PAGE	F MCKENZIE	-
	22	N GRAVES	S WALLACE	P THORPE	-
Mar	28	K BHASHYAM	P THORPE	D BELCHER	
	1	K BRIDGES	I WOODFIELD	C ROOK	
	7	S FOREMAN	R CARSWELL	F MCKENZIE	
	8	D FOXCROFT	S WALLACE	A SUNDE	
	14	G HEALEY	I WOODFIELD	R CARSWELL	
	15	B HOCKING	R CARSWELL	P THORPE	
	21	I O'KEEFE	L PAGE	D BELCHER	Jumpstart
	22	T O'ROURKE	P THORPE	C ROOK	Jumpstart Alt Day
	28	G LAKE	R BURNS	F MCKENZIE	
	29	R STRUYCK	S WALLACE	A SUNDE	
Apr Easter	3	K PILLAI	I WOODFIELD	R CARSWELL	
	4	J POTE	R CARSWELL	D BELCHER	
	5	T PRENTICE	L PAGE	P THORPE	
	6	R STRUYCK	P THORPE	C ROOK	
	11	R WHITBY	R BURNS	J WAGNER	
	12	J FOOT	S WALLACE	F MCKENZIE	
	18	N GRAVES	I WOODFIELD	A SUNDE	
	19	K BHASHYAM	R CARSWELL	D BELCHER	
ANZAC W/E	25	K BRIDGES	L PAGE	R CARSWELL	
	26	S FOREMAN	R BURNS	P THORPE	
	27	D FOXCROFT	P THORPE	C ROOK	