

WARM AIR 6 Jun 15

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Rudoph Struyck	
Sunday	Instructing: Rex Carswell	
	Towing: Derry Belcher (again.. tow hog)	
	Duty Pilot: Roy Whitby	

ENYA McPHERSON WINS ANN BARBARICH TROPHY - CONGRATULATIONS MEMBERS NEWS

SATURDAY *Instructor Peter Thorpe starts us off*

Saturday was forecast to be the best day of the long weekend so I expected lots of members would be keen to fly and arrived right on time to find myself all alone. I proceeded to open up and got the tractor and RDW out before Ray appeared and then Tony and Fletcher so we had a quorum. Not much wind but it was tending to north easterly so we set up on 08 and were underway soon after midday. I can't remember who flew the singles because the photo I took of the time sheet is too out of focus to read but Kris and Kishan and Roy and Lionel and Neville and Tony were all present so some of them must have flown - I do know the conditions were not good for soaring and the flights were all short. I flew



with Brendan and Sam for some good solid basic A cert learning and then a lovely older lady who had always wanted to fly in a glider because she had a bird sanctuary at Bethells and longed to fly like one of her birds. She was as sharp as a tack and recognised all the local geography without difficulty. Great to fly with a person who is so enthusiastic about her soaring experience. Then came a BFR for Rob Owens who is just getting back into the air after several months convalescing from a nasty fall that broke many bones. Rob is a dedicated Cadet Forces officer who is one of the main players in getting the Grob 109 motor glider in action and also flies at Piako and Auckland. He soon felt at home in MW and when I pulled the release at 400ft he had no problem completing a low level circuit and landing with quite a flourish. While we were debriefing, Fletcher demonstrated the value of carrying out pre take off checks by finding a control restriction just before his eighth flight of the day. The problem was soon resolved and we continued flying until the last flight with David Todd who was suffering from withdrawal symptoms and took a 3000ft tow which gave us one of the longest flights of the day. A total of 13 flights and a quiet drink and chat around the caravan to finish things off nicely.

Towie Fletcher McKenzie adds a detail or two

Having been travelling (for work) for 18 days, I knew I will be taking my two girls flying on Saturday. So I organised lunch, blankets, comics, books, iPad and a kindle - just in case. Hopefully they wouldn't want those things as they would be flying with me and playing in the sun.

Upon arriving just past 10am, several cars were parked and various members pulling gliders out of the hanger. I briefed my girls about the rules of flying, aircraft and being good (they have been flying and around planes since they were both one year old). We said good morning to Ray, Tony and Peter. RDW was already wheeled out - so I introduced the yellow tug to my girls, they loved the colour. Then they saw the tractor, "can we go on that Dad?". It looked like I will be taking them for a spin on that too. I read through my notes followed by a detailed pre flight inspection explaining to my girls what we were doing and looking for - and explaining the requirement for detailed checklists. After a long taxi I parked RDW next to the caravan placed next to the MAD hut on 08. There was a slight Northwest crosswind.

While waiting for the gliders. I recognised Rob Owens who was doing a BFR, I heard of his fight with a tree on Waiheke Island, I was glad to hear he is back on the mend, maybe he should stick to flying rather than trying to fly out of trees. I was very happy to be towing another of my gliding instructors into the air, it is a great feeling.

At 12:16, I had my first tow with my oldest daughter Sasha (8 years old) and MP was up first, with a tow to 1500'. I went through my checklist in detail before lining up, very thankful now it is a habit I have formed. I was asked for a tow to end in good lift.... fingers crossed. Upon landing, MW was ready and we towed them up to 2000'. While towing MW, MP landed (not that much lift) and of course as soon as we landed the yellow tug did its 3rd tow with MP back up to 2000'.



Meanwhile my youngest daughter Jetta was mortified I hadn't stopped and swapped her for Sasha. Upon stopping I was able to change and strap her into the yellow tug. As I had the girls in the aircraft, I do remember checking for any FOD that they may have moved and of course my line up checks. TMFFIHC, the last one being controls....

MW landed once more for an awaiting voucher flight. We towed them to 2500'. Upon landing I was signaled as MP was ready to roll. It was an easy tow up to 2000', lighter than MW of course. Jetta enjoyed talking for the entire flight, even when asked her to be quiet for radio calls. Lots of comments about the cars looking like ants, and wanting to go upside down... which I said maybe another time in a glider. Jetta and I did another two tows towing VF up to 2000' and MW up to 2500'. Jetta decided she wanted to get out, so I stopped the engine and out she got.

Then ATC come on and we decided to wait for the Hercules to land, a good excuse for a lunch break and a much deserved ride on the tractor for my girls! Much discussion was had, as to whether or not it was a RNZAF or RAAF Hercules. It was Herc 05 and with the Herc clear, Lionel was ready to climb back in MP. This time Sasha joined me, I strapped her in. I started the engine, did my checks, finishing on C, controls. At first it felt okay, but I was sure there was less movement than before on the right aileron. I looked at the column and then Sasha's, nothing in the way, nothing stopping it... - but the right felt like a hard stop and that is when my mind went into 'this does not feel 100%' - I looked at my left and right ailerons - and noted no right movement. I looked again, trying to compute why this was happening and knowing that the guys behind were wanting to take off. Luckily my mind said, 'without right aileron it could be challenging flying straight and level...' so I cut the engine, got out and tried the ailerons, it was restricted. I looked at the controls and traced the rods behind to the back tray. I do remember during my DI seeing how many rags and items were on the tray, I then saw the gap on the back tray and the control rods, I wondered if anything has fallen down the hole. So using the LED torch from an iPhone we looked into the holes, within minutes, what looked like a paint pot could be seen under the control rod on a rag stuffed between the fuel filter - not moving. Peter and I removed the back cover, took photo's and checked for any other FOD, we then cleaned the entire cockpit and back tray of any rags and potential FOD items.

After Peter and I were happy we were then told to wait for a landing P3 Orion, who did a great beat up of the airfield and through our Glider flying area (no gliders flying of course). Finally Lionel was ready in MP and I had Sasha back in the passenger seat and we had full control movement. We towed to 2000' and then straight down for Rob Owens again in MW with a 500' simulated release.

We refueled with some help from Tony and Happy who started ATC 40 Sqn, my old ATC Squadron. Great to finally meet one of the founding officers.

I swapped my pax over and had the very verbal Jetta join me again, we towed MW up to 2000' followed by Lionel in VF to 1000', very entertaining with a running commentary for each flight. Yes more ants driving cars... and swimming pools.

The last tow (number 12) for the day this time was with Sasha as pax (6 flights each) with Dave in MW who owns the yellow tug - we towed them to 3000' and then landed long on 08 grass to finish an 'exciting' day. With all the aircraft away, the guys settled down to a beer shortly after. I elected to take my girls home. So Day 6 of tow pilot duty was successfully completed. Big takeaway, remember those take off checks, you never know what has happened between flights.

SUNDAY

It rained all day and no flying

MONDAY *Towie Jamie Wagner has first say*

The weather forecast was all doom and gloom on what dawned a surprisingly sunny Monday morning. I arrived at the club to find Ray opening up the hangar and duly assisted him in extracting aircraft and taking mugshots of offending loose articles found in places they shouldn't be inside RDW. With the wind set to favour RWY 08, I chauffeured our esteemed Duty Pilot in RDW's passenger seat on the long taxi down to the other end of the grass. With the gradually thickening cloud cover, it appeared circuits were going to be the order of the day, with Jack and Ray getting the ball rolling with a couple of 1000ft releases in GMW from the early downwind. With a consistent gap in the cloud forming over Riverhead, a few 2000ft tows ensued with Dave, Roy, and Tony all heading skyward with consistently disappointing times aloft of 10-15 mins duration. The forecast rise in wind from 1300hrs began to hold true, accompanied by the odd rouge shower, which made each tow progressively more 'interesting' than the next. Final tow of the day was a 1000ft release of Jonathan and Ray in what ended up being a late-ish downwind as I fought the bumps, a poor rate of climb and dodged the passing showers to eventually attain circuit height. A minor dousing in petrol whilst carrying out a refuel on RDW meant a hasty exit home to shower for this Towie, which meant a very un-Towie like absence from the post pack-up refreshments.

A few words from instructor Burns

As is my usual routine I was up at about 05:30 (yes, I know, I'm sick puppy), and, after a rousing chorus of God save the Queen, I donned every piece of wet weather gear in the house and ventured forth into the deluge to retrieve the paper before it became a large pile of unusable papier-mache. Safe in the knowledge there would be no flying today I started a very leisurely breakfast with said paper. Two or so hours later I



looked outside. What's this? Blue sky? How can that be? Followed shortly by "Golly gosh, I had better get the proverbial into gear" (or sentiments along those lines).

Jamie and Graham were both on site a few minutes after me. Jack, Roy, Tony and Neville were also all soon in attendance. The A/C were DI'd and we hauled the fleet down to the other end. Cloud base was well below 2000 feet and that made it a good day for Jack and I to have a crack at a couple of circuits with the brakes jammed open.

By 1300ish there were starting to be a few more breaks in the cloud and David Grey and I had some interesting flying managing to tow to 2000. Tony and Roy both threw caution to the wind but the conditions were "challenging". The day concluded with a quick circuit with Jonathan which turned into an excellent demonstration on the effect of rain droplets on the wing. Landing was at 1423 and we were pretty well packed and completed at 1530.

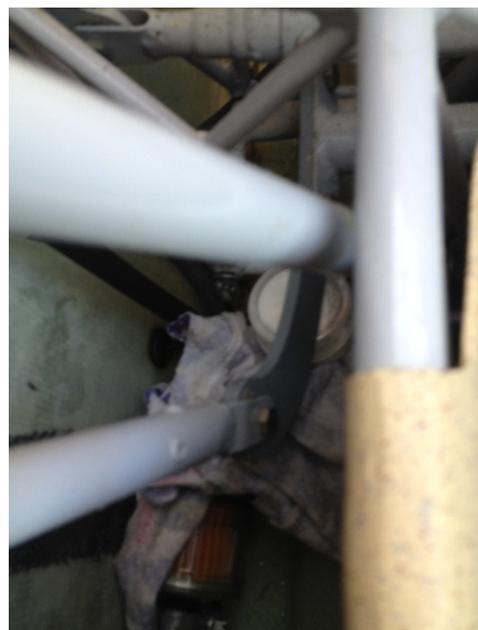
7 Launches for the day with the longest flight honours being shared by David Grey and Roy Whitby, both at an astonishing 16 minutes. It was day made for circuit practise!

CFI CORNER

We had a very good illustration of the importance of pre-takeoff checks this weekend. As you all know item 1 is "CONTROLS" (*last item for power pilots*). At this point our trusty tow pilot Fletch McKenzie discovered highly restricted movement in the starboard aileron. Investigation revealed FOD at the bottom of the mechanism (see photo).

I cannot emphasise enough the importance of checks. We perform them for a reason and while it is tempting to be "cursory" with those checks, this is fine example of how thorough checks have stopped a dangerous situation from occurring. The checks for the controls should be to each of the four limits of movement, left forward, left rear, right rear and right forward. You must ensure you feel the "stops" and that the stops appear to be correct. Simulating the stirring of batter is not sufficient!!! The rudder pedals should be cycled to the stops on each side.

This is jolly good week to stop and reflect on your pre-take off and pre-landing checks. It is very easy to become complacent with checks once a few hundred flights are under the belt and you have never discovered anything untoward. Please stop for a moment and have a think again about the checks, how you perform them and what you are looking for. We all have Fletch to thank for a level of airmanship that ensured safe flying for the club.



WHO HAS THE WING WHEEL

The wing wheel for MP has disappeared. Can you all please check in cars, private trailers etc and if you find it please bring it back.

STEVE WALLACE AT THE WORLDS

SW I finally got around to getting some of the GoPro footage and photos from the Poland WGC trip edited and have stuck a couple videos onto You Tube.

<https://www.youtube.com/watch?v=t8j8WEJKpMI>

<https://www.youtube.com/watch?v=oUplf-g3sU>

ENYA'S WEEKEND

Wow! What a weekend Queens Birthday always seems to be - NZ Air Women's Rally's are always a weekend full of fun, competitiveness & laughter! Minou and I headed to Waipukurau midday on Friday the 30th May (unfortunately the weather looked iffy for coming home on Monday so we drove to be safe.) We battled the 6-7 hour drive and made good time to Waipuk!



Bianca, Enya & Minou.

some medium turns, standard overhead rejoin, approach and landing. Thankfully, this landing I remembered the flaps and brought home the trophy!

I was the recipient of the inaugural Ann Barbarich Memorial award for Professional Achievement. I am absolutely honoured to receive this award as Ann was an amazing pilot and inspiration to many of us. - with this I will be attending an Air NZ 3 day leadership course and time in the Jump seat of the 787 with Chief Pilot, David Morgan.

It was an incredible weekend had by all and I encourage all women pilots to look at attending in the future. - Men you're not excluded! We are always looking for judges and help at the Rally. 2016's Rally will be held at Mercer Airfield, just south of Ardmore over the Queen's Birthday Weekend, this makes it very accessible for all of those Whenuapai pilots.

A huge thanks to everyone who made this year's Rally a successful one. - Pukeroa Estate for hosting the majority of us and the Hawkes Bay weather for staying on side all weekend. Next stop PPL!

Enya McPherson

An early start on Saturday meant we got to compete in the best conditions. (For powered pilots anyway, not so much for gliders.) except - 4 degrees was not my ideal, after scraping the ice off the car - next was the aeroplanes; Tiger Moth's and Tomahawks don't have de-icing systems like the 777 does!

After a competitors brief we were all ready to take to the inviting blue sky!

I competed in the Rhona Fraser trophy, a student competition of a pre flight, drills and normal circuit, approach and landing. (For some silly reason I practiced a flapless approach and came 2nd in this competition. Next was the non-instrument gliding circuit open to all glider pilots - having not flown a glider (a Pw5 in fact) since March 2014 this was going to be fun. - it sure was and it's safe to say I do really want to get back into gliding! The last competition I competed in on Saturday was the Briar Smith Trophy for student pilots, this consisted of a

simulated engine failure after take off, a basic stall,



Above: Minou Van Vilet, David Morgan - Chief Pilot for Air New Zealand Enya McPherson and Bianca Barbarich-Bacher.



Minou, Bianca & Enya at Pukeroa Estate



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	J POTE	L PAGE	R CARSWELL	-
Jun	1	G LAKE	R BURNS	J WAGNER	-
	6	R STRUYCK	I WOODFIELD	D BELCHER	
	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	