

# WARM AIR 16 Dec 17

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday

Instructing: Rex Carswell

Towing: Craig Rook

Duty Pilot: Tony Prentice

Sunday

Instructing: Steve Wallace

Towing: Fletcher McKenzie

Duty Pilot Roy Whitby

### MEMBERS NEWS

#### SATURDAY Instructor Lionel Page

What a fine day. The wind was a 8-10kt NE and after discussion with the Tower that was on for most of the day, we decided to set up on 26, as the wind was varying NE and NW.



First up was Geoff Leyland with some stall, spin exercises. The lift was interesting in that it was strong when you could find it (normally late downwind) but also broken and very difficult to centre in. Lots of sink around.

Next up was a friend of Geoff's, Bianca, who I unfortunately seemed to make nauseous - "It was the conditions - I tell you!" Thankfully there was no clean up required. After this flight, towie Craig Rook decided that the persistent tail wind

needed some remedial action and we changed ends to 08.

The Air Force had their annual Christmas party, so we were entertained by the Police sirens and speeding cars down taxiway Alpha. Great fun to watch from the sky - I reckon that they were achieving some impressive speeds. (Police cars, Mustangs and even a stretch racing limousine.)

Tony Prentice took VF for a short flight, but Ian O'Keefe took the well earned honours for the longest flight, with 146 minutes and a good save after calling to say that he was thinking of landing out near Waitoki (I think it was Waitoki - radio call was a bit broken)

A trial flighter enjoyed the fun of soaring (did not manage to make him sick!) and then it was Clare and Joseph Dickson's time to continue their training.

Rahul Bagchi finished the day with a solo flight and absolutely nailed the landing. Well done.

Seems that summer has arrived at last - let's hope the thermals get stronger and easier to centre in.

### **SUNDAY** *Instructor Steve Wallace*

Sunday was forecast to start off all right and then get a bit overdeveloped and showery from about 11am onwards. As it turned out, it started off a bit showery right from the drive to the airfield and was a bit like that for most of the day.

Luckily most of the showers went around us and we were largely unaffected by the rain all day. The first flight got off the ground at 11:15am with Rahul Bagchi doing a quick solo and then a dual in MW. This was followed by a trial flighter Donna who enjoyed her 30min trial flight. Jonathan Pote then went up for a session on thermalling with myself but unfortunately we got pretty much rained on from 2,500' all the way to the ground so not much thermalling went on.



Brendan Moore then did a couple of 1,000' circuit flights before Jonathan finished the day with a simulated paddock landing practice which looked all good to me. So not the most exciting day weather-wise especially compared to what we have been seeing mid-week but a useful training day for all that chose to make use of it.

Big congratulations to Steve Foreman for winning the Racing Class in the recent Northern Regionals. Impressive flying to come from behind and take it out on the last day! This does mean the ASC has had a winner in this comp for five of the last six years. Well done Steve for keeping our record intact.

### **STEVE FOREMAN PREVAILS AT THE REGIONALS**

How did I do It?

I hadn't had much airtime like most of us over the last few months. I was hoping to get a few days in over labour weekend to get back into the zone that didn't work out that well either as I didn't go flying. I had only got my BFR a few weeks ago with Lionel signing it off with some wise words 'you're bit rusty'.

Throughout the whole Comp most of the time there were North Easterlies so we had no ridge days which was great, no running up and down the ridge but a different changing sky each day with all the tasks set over easy landable paddocks apart from the last day were the task setters sent us off southward in the rain.

We had tasks 5 days out of the 7



I had decided I wouldn't push too hard being rusty and stay to safe at the Regionals. That changed after the Start was called on the radio, it was Race Mode. So through the start line and I was off into the blue while others followed for bit then turned back and waited for the sky to kick off bit more. Meanwhile I was out in front, life was good until 12 km from the start. I was getting low and couldn't find any lift. My thermalling skills were in fact rusty and I picked out a paddock and landed.

I was lucky to have Mike Strathern come retrieve and we soon got it derigged and back to the field were we rigged in lighting speed and I was good to go again. Once again I couldn't find the lift and turned back, my first attempt gaining 7 pts and 5th with the 2nd trace put in I gained 9pts and 4th for the day.

It was a devalued day as not many did get around, the ones that did didn't get many points out of the possible 1000 the winner only getting 71pts so I wasn't too far behind, very lucky here.

I was slowly able to remove the rust from my backside and gain confidence over the next few flights placing a 3rd and 2nd. At this stage I was 3rd overall, in front was Graham Player in a Apis and Peter Cook in a Discus,

Then it was my Day, 1st place. I had won the day, just couldn't stop smiling, a great feeling and one wants more. I felt I had achieved enough from the comp just winning this day, I could go home happy.

This is where it got interesting tactically, I had jumped from 3rd to 2nd with Peter in front by 5 points I had 2102pts Peter had 2107pts. All I had to do was fly, keeping Peter in my sights, and I would win with handicap, I choose to just fly my own flight and didn't see Peter at all.

It was a very tense night of feeling so close to winning, could I handle the pressure, fly well and stay focused?



The last day I landed out at Wharepapa South. I had thought I had blown it, there goes any chance of winning. I had just got through rain and just enough height to get to the last turn point which was an Airstrip, the picture shows the direction I came from.

Last day with a long wait for the retrieve 3hrs as my retrieve crew tripped around the country like the Last of the Summer Wine crew I had once before in Bennydale.

I got a text from Steve Wallace saying I might have it as he saw Peter turn back before the rain and that was the difference winning the comp,

I had won the comp with consistent flying and prepared to fly every day. Sorry not many photos I was busy in the Zone

While in the paddock on the last day I sure didn't feel like a winner, you just never know where the other pilots are. In the end ahead of 2nd place by 99 points. Great story Steve, Congratulations and very well done.





## YOUTH SOARING DEVELOPMENT CAMP OMARAMA



The Youth soaring development camp (YSDC) kicks off with 30+ students traveling from around the country to meet up in Omarama. Dubbed the Soaring Mecca of New Zealand it's the rightful staging location for the event. We have seen some of the best flying conditions in years since the start of the season and there are high hopes to get a lot achieved.

Arrival day, and the grey hairs and the fine staff at Glide Omarama make way for a young bunch of young pilots. It's that time of year again where chaos is a plenty - organised though it may be, Omarama's usual clientele hardly match the energy that this bunch displays. They're ringed in by Roger Read, head organiser and Chief Flying Instructor (CFI) at the camp. He musters the crowd and a much-needed briefing is held to lay down the rules and provide information on the next 10 days of flying and other social events. The 30+ students that have gathered here is the largest the YSDC has seen and the growing interest in Youth Glide is a testament to the hard work that many have put-in to provide great training to New Zealand's future aviators.

### Day 1 events -

- T-6 Harvard arrives in Omarama piloted by Brett Nichols. He will be back for the final dinner next Saturday.
- Catch ups by the fire and Kim's great cooking.

Day 2 and the weather offered some good flying. Gliders were rigged with Tim Tarbotton from the Wellington club rigging his new Standard Cirrus, and many made it up to familiarize themselves with the local area. Thermals were rising to 7500ft+ and all and all 32 flights were racked up on a successful first day in the air.

### YSDC Day 3/4:

The third day of the Youth Glide camp started with a strenuous 'Tabata' session led by Toni Thompson, 45minutes of jumping around in the air field terminal, and yes you might ask we don't just sit around on our ass all day flying planes. The



weather forecast wasn't as favorable as the first few days but everyone had a flight in the somewhat challenging conditions. Many students who have gained some currency in the last few days were given the ok and re-soloed, well done to all those students. We ended the day with a great display of collegiality to get the

aircraft down and secured away for the night. Graham Erickson, Regional Operations Officer mentioned, 'the positivity and dedication seen from this group of young aviators already is fantastic'. Graham has been a regular at the youth glide events and the area with over 35 years' experience. He is seen as a leader amongst the group and relied upon hugely. Graham says, 'it's good to see that there are many in the group that are quick learning and keen to get flying.'

The next day and a turn in the weather has everyone grounded early but a small clearing in the clouds later has a few perked up. In no time there's the sound of the tow plane buzzing past the terminal building, glider fixed on tow behind. The sun shines through and the students get to action. In total we had 35 flights from 3-9pm including a first solo flight by Peter Brunton. He performed a perfect landing a received a traditional drenching down with buckets of water.

#### WORDS FROM THE CAMP- 13YR OLD SOLO PILOT...

At 13 years old Peter is one of our youngest solo pilots and he said it was a good feeling getting it done. He explained, his 'old-man' has only trusted him a few times driving the car at the air field, he's not even legal to begin learning to drive on the public roads yet but on his first solo in the glider he completed a well-executed take-off, circuit and landing. The solo gained him respect amongst his peers but it has to be said however that he gained the most respect by convincing his old-man to shout the crew (over 18yrs old) in true South Island fashion - a 24-box of Speights.

So far for our ASC reps:

Izzy, Toni and Matt all have got Single Astir Type ratings

Izzy has an LS4 rating (watch out Steve...)

Izzy has a silver height gain.

#### UPCOMING DATES

26th December to 5th January Christmas Camp - Matamata

1st to 5th January MSC Cross Country Course <http://msc.gliding.co.nz/events/xcountry-course-jan-2018/>

The Cross Country Course is a great way to get into X country. You get to fly alternate days Dual with experienced instructors and solo with great lessons and a certain chance to get your confidence up. Well worth doing and highly recommended.

5th to 13th January Club Class Nationals and Audi Enterprise Competition - Drury  
<http://msc.gliding.co.nz/events/club-class-champs-audi-enterprise-contest-2018-drury/>

17th to 24th February Central Districts Competition at Waipukurau

### Duty Roster For Oct, Nov, Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	9	P-SCARBOROUGH	L-PAGE	C-ROOK	
	10	J-POTE	S-WALLACE	R-CARSWELL	
	16	T-PRENTICE	R-CARSWELL	C-ROOK	
	17	R-WHITBY	S-WALLACE	F-MCKENZIE	