

WARM AIR 10 Nov 18

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: Graham Lake/Rex Carswell

Duty Pilot: Simon Hay

Sunday

Instructing: Peter Thorpe

Towing: Derry Belcher

Duty Pilot: Matt Moran

**SATURDAY WE HAVE 40 SQUADRON ATC. EARLY START PLEASE 0830
MEMBERS NEWS**

SATURDAY *Towie Ruan Heynike wrote heaps*

Nothing exciting from me sorry, showed up around 1030am, windy and cloudy and average, at least I have a new shiny medical certificate!

SUNDAY *We got a Coast run day.....these are the stories*

Lionel Page was the Instructor....Early start with Steve Foreman waiting at the gate (and Ian O'Keefe a few minutes behind as he thought he had to collect the key.....he he).

Steve and Ian duly got ready rigging KP and HS but the wind seem far too light for a coast run. Steve Wallace arrive a little

later just after his passenger Andrew Fletcher. The guru's assessment was that the wind would strengthen and it was already getting up. Roy Whitby was persuaded the day before to give a 300km gold course a try and was out to get GMP ready.



Eventually the fleet was ready and Steve and Andrew were away first with Roy in MP next. Matt Moran got a lift in the tow plane for the second and third launch and the I manage to persuade Fletcher McKenzie to allow me to accompany him on the fourth and fifth launches. Steve Foreman was launched to follow Roy and then we had to refuel. Finally Tony Prentice launched in VF to attempt a 50km. (More hopefully on that later)

After 3 hours, Steve and Andrew returned to give Geoff Leyland a turn at the coast.

The fleet returned in at various stages, with Roy getting the blood pressure up a bit when he encountered rain and heavy sink on the return run and eventually had to do a landing 08. He managed to keep the plane perfectly straight on landing - well done.

Eventually the whole fleet was either derigged and put back in their trailers or tucked up in the hangar. We finished with a debrief by all the intrepid pilots which was very entertaining for those "left behind".

Tony Prentice did his 50km.....
Arrived at field around 0930 to find four gliders already rigged and ready for the Coast. I decided that it might be an appropriate occasion to redo my silver 50km run (previously done two years ago but not accepted due to various technicalities).

I discussed the matter with our CFI and official observer and Ray Burns was kind enough to lend me his Colibri and even installed it and pushed various buttons etc to make it work. He obviously understood my lack of expertise with these things... As my task

was the shortest, I was happy to go off last and did not depart until after 1200. I was only intending to go down to Port Waikato and back - did not feel brave enough to cross the Waikato heads in the PW without at least 2000ft under me.

The tow out to the coast was straightforward, not too rough and only occasional use of airbrake to keep the rope taut. Conditions were good, no rain and fairly smooth.

I trusted the map on XC Soar to help me avoid infringing airspace south from the Manukau Heads and flew as fast as possible without getting above 1500 ft or getting too low. Pretty straightforward really. It was a pleasant run down to the Waikato - no incidents and a few words of encouragement from Ian, who had no trouble flying rings about me! Turned back north again after the Colibri beeped at Waikato (I think that meant that I had gone far enough and could go home).

The return was again uneventful. At times I was cruising at 80kn which is Vr for GBD. Arrived at Manukau heads at about 800ft after crossing and slowly worked up some height as I went north. Passed several gliders going the other way - I had some difficulty in gaining height to make the return but eventually scraped up to 2000 ft and headed back from Maraetai.

It was very murky, and Whenuapai was not visible from the coast, so set off on 080 deg - there were a few broken thermals on the way, but nothing substantial. Whenuapai became visible before I reached Kumeu, but I must admit to some apprehension as to whether I would make the field - a downwind landing seemed a possibility. In the end however, I reached the circuit at 800 ft and was able to land OK after a rather quick downwind in the strong breeze.

Ray promptly reclaimed his instrument and whisked it away to do something mysterious with his laptop - later announcing that he thought I had a legitimate 50 km claim! As I was first back by a long shot, we then waited for everyone else to return... Many thanks to Ray and Ian for their help and encouragement. It was a great day.

Andrew Fletcher got his first Coast run.....Saturday 3rd, woke up and went downstairs to make the usual cup of tea and coffee. I have the weekend off but I have been watching the weather during the week and it looks very unpromising as far as gliding is concerned. I open the curtains and look at the sky, yep it's no good at all.



I arrive back upstairs with the said tea and coffee and pick up the phone, ah message from the man himself Mr Ray Burns. "Are you free tomorrow it looks like a coast day and Steve Wallace is available". Will I be free? Err YES!



I set the alarm on Sunday night, don't ask me why, I was awake early. Got my gear ready including empty milk bottle just in case the bladder couldn't cope and left for the club. I arrived earlier than planned to find Ian and Hawkeye already rigged, now you don't see that every day it must be good. Roy is in the hangar putting batteries into the club gliders and I can feel that stupid smile creeping onto my face (you know the one it just kind of

gets stuck there and you can't get it off).

Steve and I were the first to go, we towed out to Muriwai and released onto the cliffs and the lift was good, Piha, Karekare, this is epic!. Onto the Manukau Heads at 1500' and over we go, daunting at first but the air is good and I can now see that we will easily make the other side. We arrive and the voice from the back says "go as fast as you are comfortable this is a nice straightforward piece of ridge". OK so I put the nose down a bit 80 kts, the air is smooth I say, so 90 kts then 100 kts (silly smile returns to face). Karioitahi, I have already slowed down I can see the cliffs diminishing in the near distance and the gap to cross at Port Waikato. We climb under some good looking clouds to 1800' and cross at a cost of 800' (the air must be kind today that felt good to me). I cruise to Raglan at 1000' and we cross the harbour and have a go at soaring the tiny face on the other side (won't be doing that without Steve in the back). We turn north and head back across onto the cliffs and Steve takes control and demonstrates the alternative route north along the cliffs (OK jaw now

aching from silly smile). I too try alternative route, alternative route is good and a lot of fun to boot.



We arrive at Port Waikato, we climb on the cliffs and pick up some thermal, I remember Steve's words from the briefing at the hangar "be patient the climbs are only one knot sometimes". 1800' off we go, 800' to cross the gap and I hammer along the ridge north (there is Roy and Hawkeye) no

time to stop I'm thinking Steve is going to do this again this afternoon. 1500' and we cross the Manukau easy and start the climb towards Muriwai. The best we get is 1900' so we set off under the clouds and get some strong lift in places and arrive home for a normal circuit and landing to be greeted by Ray.

Later that evening I arrive home Karen says "had a good time then"? (silly smile must still be evident) Oh yes you just had to be there, that much fun just shouldn't be allowed! Well surely every once in a while can't hurt can it.

I would like to finish by saying thanks to Ray and Steve for this amazing day but also to all you guys at the club I have been made to feel welcome right from the start you are a top bunch of guys.

Geoff Leyland also got his first Coast Run.....he seemed to like it..... When Ray Burns called, I was at Briscoes looking for mixing bowls, with an exciting weekend of lawn mowing and domestic chores lined up ahead of me.

"Do you want to fly the coast tomorrow?" he asked. Tough call. Before I screamed yes, I checked with Lisa - we went skiing at Labour Weekend, and the weekend just gone we went to Waipu. We'd had enough of driving, and had decided not to travel this weekend. Would she be ok with me going to Raglan for the day? "Do it!" she said.



Sunday dawned, calm in Te Atatu, and I wondered if we were going to make the trip. After rock climbing with the kids, I headed to the airfield to find that there was plenty of wind and there were already 3 gliders on the coast, and two more launching.

It was on! I figured it would be a while until Steve Wallace came back in Mike Whiskey, so Rahul Bagchi and I set off to fill up the fuel containers. As we got back,

GMW was landing, and I was almost late!

I really didn't know what to expect. It was very windy, and I'd never flown a ridge before, so I was imagining Steve would fly, at least at the start. But he kindly let me do the take-off and tow in the strong south-westerly. As Steve warned me, it was tricky towing while maintaining a fixed altitude, and he helped me by operating the brake when the line got too slack.

Soon enough we got to Muriwai and dropped the tow. Steve said "Head for the water". Well, hang on mate. I might be new to gliding, but I've spent a lot of time in the ocean - sailing, windsurfing, surfing, swimming - and I think I know a thing or two about that. I'm pretty sure that gliders don't go there. I had to weigh up the evidence. I've heard



rumours that Steve is a pretty good pilot - something about the nationals - and he does look a lot like the guy at the front of the Gliding NZ newsletter - but that's all hearsay. I, on the other hand, in actual fact, had just been presented with the club's "best student" award. It was a 50:50 call, but I gave Steve the benefit

of the doubt and pointed the glider cautiously at the waves.



Luckily, shortly afterwards, Steve said to turn away from the sea and head south... into a cliff. Now, I've been paying attention to what the instructors have been telling me, and I'm pretty sure there's a theme about not pointing it at the ground.

Well, I think it's OK to point it at the ground if you've

done some pre-landing checks, and the ground in question is long and flat and smooth and grassy, and importantly, horizontal. Steve was asking me to point it at vertical rocks. I thought I'd better be prudent, and casually asked "How many times have you been down the coast, Steve?". Perhaps he'd forgotten the way? He said he'd made the run more than 100 times. It was my 71st flight overall, so I figured the odds were in his favour.

Before I'd really taken stock of my surroundings, we were passing Bethells. I've run the Muriwai to Bethells track on foot and it's a long way, but it was already behind and Anawhata was coming up fast. We continued down the coast - Piha, Karekare, Whatipu, and with Steve's patient help, I gradually worked out where to position the glider over the ridge, slowly getting closer (but not too close!) to the top of the cliffs, flying in and out of the bays. It was phenomenal! In no time we were sneaking to the west of Paratutae and heading across the water to South Head.



The coast from South Head to Kariotahi is straight, and the cliff is all about the same height, so I was able to start to get the feel for flying along the ridge. Before long, we were at 90 knots and 500 feet, and I was feeling very comfortable. We passed first Tony Prentice, then Hawkeye Foreman, Ian O'Keefe and Roy Whitby, all

heading back north. At Kariotahi, Steve took over to gain us some height to get us over the Waikato. It was a real privilege to see how he flew - so smooth, but always in lift, always gaining, no matter how little.

At 1700 feet we set off, and half way across the Waikato, he gave me back control, and we continued down the wilder coast from Port Waikato to Raglan. It was a fantastic flight, and a wonderful way to see some coastline that I've never seen before, and there's very little opportunity to see. By now I was relaxed enough to look out the window and watch the odd wild-west bach zoom by. Karioi loomed up, and Raglan came too quickly.



We turned at Raglan and Steve took the controls. Again, it was a privilege to fly with him and learn just what you can do with a glider with enough skill. Still, he's not perfect - there were a few occasions when he didn't seem to be reading the altimeter very well! Steve gained height at the Waikato south head, and then Ian, who

had flown back down to meet us, joined us at Kariotahi to keep us company for the trip north. We stopped to climb again at Piha and Muriwai - where we drifted downwind in a bubble of lift to 1800 feet, and then sprinted down a cloud streak towards the airfield.

For a moment, it looked like we'd have to do a circuit from the south, but Steve found us some huge lift - we got enough height that I could land - a bit short, but smooth enough given the windy conditions.

What an amazing experience! Thanks so much to Steve, Ray, Fletcher, Ian and everyone else at the club who helped to make it happen!

Roy Whitby had a go at 300km.....Hi, how not to do the 300k gold.

I decided on Saturday to give it a go, launched second to GMW and headed for the coast where I stoged around waiting for my wing man Hawkeye, headed south to Waikato crossing where I had real trouble getting to 2000 ft. I finally made the jump and proceeded to Raglan where my tracker refused to acknowledge the turnpoint.

At that point I decided then the 300 was a waste of time with no tracking, so back to Waikato river with more trouble getting to height. Both Ian and Hawkeye nursed me till I finally made the jump and then back to Murawai, 1900 ft. headed for home. Half way there I ran into a wall of rain with no way around, lost a lot of lift and then sink, runway still not in sight (with rain on canopy) 500 ft and still a long way to go, visibility poor, land out options nil, can see the runway through the trees. I know this is going to end badly, got a couple of little boosts in the now very turbulent wind, made call GMP on short final for 08 (followed by) if I make it, crossed the fence, (whew) put the wheel down cracked the brakes and fought the tailwind (howling about 30knots I reckon) put it down and fully opened brakes. called tower who joined the fun even though the tower wasn't, on to warn others, thanked them. The retrieve crew turned up to tow me back to the hanger. I remember saying to them if I ever mentioning going down the coast again give me a good kicking in the B.... Thanks to everyone for their help and patience, (mainly Hawkeye and Ian.)

Duty Roster For Oct, Nov, Dec 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
NOV	10	S HAY	I WOODFIELD	G LAKE	40 Sqn ATC
	11	M MORAN	P THORPE	D BELCHER	
	17	K BHASHYAM	R BURNS	P THORPE	
	18	R STRUYCK	R CARSWELL	G LAKE	
	24	K JASICA	L PAGE	C ROOK	
	25	G LEYLAND	I WOODFIELD	R HEYNIKE	
Dec	1	J DICKSON	R CARSWELL	R HEYNIKE	
	2	B MOORE	P THORPE	D BELCHER	
	8	I O'KEEFE	S WALLACE	R CARSWELL	
	9	T THOMPSON	L PAGE	G LAKE	
	15	T O'ROURKE	R BURNS	C ROOK	
	16	R BAGCHI	I WOODFIELD	F MCKENZIE	
	22	J POTE	R CARSWELL	F MCKENZIE	
	23	T PRENTICE	P THORPE	D BELCHER	