

WARM AIR 16 Feb 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Steve Wallace

Bank Acct 38-9014-0625483-000

Towing: Derry Belcher

Duty Pilot: Tony Prentice

Sunday

Instructing: Ivor Woodfield

Towing: Fletcher McKenzie

Duty Pilot Roy Whitby

SATURDAY WE HAVE ATC CADETS - EARLY START PLEASE 0830

MEMBERS NEWS

WEDNESDAY WAITANGI DAY

Instructor Lionel Page gets first crayon.....Had a bit of a sleep in and arrived late. Found Graham Lake at the main gate collecting the key - I was obviously VERY late (huh??). By the time I got to the gliding club gate there was a large crowd gathering - fortunately not a hostile crowd. The sky was looking very good, one of the best days of summer, hence the crowd.

Earlier in the week we had been notified there would be a digger operating down the 08 end of the seal so 08/26 seal was closed, 08/26 grass was

open and 03/21 would be in use. Understandably Base Ops did not think it would be a good idea if the Model Aircraft Club flew from their usual site by the Control Tower so they got sent to 08/26 grass and Gliding would not be happening. After some discussion with the modellers we realised they would be unlikely to fly

much beyond 1200 and would probably finish even earlier as the wind was getting up. A suggestion that we could start after 1200 and the few power aircraft around could use the grass was met with favour. It was then found the digger was not operating at all and was well clear of the seal. That was opened and normal services were resumed, the modellers



flew in the morning, us in the afternoon and a very small number of power folks ventured out. Happiness all round and excellent work from Base Ops.

This had the advantage that there were many hands to help Graham clean "his" tow plane. RDW was lovingly washed and polished. (It would be interesting to note if there was any improved performance....) , Many



thanks to Towies Derry Belcher, Peter Thorpe, Andrew Williams and Graham Lake plus the willing help of many of our glider pilots.

By 12.30 we were down at the 08 end and getting airborne. Well the day certainly laid it on - everyone seemed to rocket up to 4,500ft and scurry all around the area. I had a first flight with Troy who managed the entire flight, although I had to make a save

from 1,200ft - and managed to climb all the way to 4,500ft - just wish I had a recorder - would have been my silver C height gain. As we had the height - it seemed a waste not to demonstrate some spins, which he seemed to enjoy.

Whilst the other club members shared the singles, Andrew Fletcher, Kishan Bhashyam, Brendon Moore, Kazic Jasica Roy Whitby and Matt Moran. I took Craig Best for a sortie, Allely Wilton came back for her second flight and then Joseph Dickson to finish the day, when the tower said that we either had to return to land or remain airborne until the C130 from Christchurch had landed. All club pilots opted for the safer option and landed just short of 6pm.

11 Tows for the day with Rahul Bagchi taking line honors with 145 minutes in MP just beating Graham in the Libelle (143 minutes)

After a cool one we were all packed up by 7pm. A truly great soaring day. Many thanks to Neville Swan for keeping the books and the day flowing.

SATURDAY *Instructor Ivor Woodfield reports*

The sky was overcast as I set off for the field on Saturday morning, and by the time I arrived light rain was falling. I talked with tow pilot Rex Carswell and we agreed it did not look too good, and I would let him know if there was going to be any flying. Nonetheless, a few regulars had turned up by 10 and for a while we talked about flying and weather. Clare and Joseph Dickson arrived to see if there was a chance to go flying. We agreed it would not be good at that time, so they went off into the village to get a coffee. In the meantime Graham Lake came in, delivered towplane oil and did an oil change on the towplane while he was at it.

Not long after midday the weather showed signs of improvement so once Joseph and Clare returned we decided to give it a try. The wind was favoring the 08 end, so I called up the tow pilot and we set about getting the twin ready, and moving down to the far end to set up.

First up was Clare, and it was quickly apparent that the sky would not be any fun to fly in. Clare did a great job on tow in the difficult conditions, releasing at 1500' and managing a short flight followed by a good landing. Joseph was wondering about a solo flight, so we went up so he could check things out. Even before the end of the tow he realised how challenging things were, and despite flying well, and demonstrating a great circuit and landing, he agreed that it was not a day for his first solo flight after several weeks away from flying.

It was decided that would be it for the day, so while I took GMW up for a quick circuit with Joseph as a passenger in the back, and landed long to return the glider to the hangar end of the field, the caravan, tractor and tow plane were all moved down the field and everything was put away. By now it was 1530 so

after 6 hours at the field we had sadly only achieved 30 mins of gliding, although it was agreed that the experience had been worth it.

SUNDAY *Ivor Woodfield was on again*

Sunday morning looked considerably better than the day before. Again the wind was from the East and lots of promising looking clouds were forming all around. By around 1000 a reasonable group of pilots had assembled, including Steve Foreman who was returning his glider from a couple of successful weeks of competition flying at Taupo.

We moved the fleet down to the western end of the field and were soon ready to fly. First away was Allely Wilton, a new Youth member who was very keen to take up gliding. We launched soon after 1130, and it was soon clear that there was plenty of good lift to be had. We covered off basic and secondary effects of controls, and with Allely learning quickly she was soon managing straight and level flight as well as successfully climbing a few thermals. All too soon time was up and we were returning to the field. In the meantime, Toni

Thompson and Matt Moran took a flight in GMP, and Brendan Moore went up in GVF. With no-one else wanting to fly in GVF, Brendan would go on to get the longest flight of the day.



Next up in the twin I took a passenger flight with Eldred Baatjes, a close family friend. It was Eldred's first flight in a glider, and something he had been thinking about for quite some time. We managed to get a reasonable flight around the area, including heading south so he could check out his home area. Overall it was something he thoroughly enjoyed, and hopefully he will be back for more. While we were airborne both Tony Prentice in GMP and Graham Lake in GIV took to the air. Then around

1400 there was some low level flying scheduled for an Air Force Orion, meaning everyone had to get back on the ground for an hour.

As soon as we had clearance to continue, GMW was up again, this time with another new Youth member, Michael Berne. Michael had not been able to fly since early last year and was keen to get back into it again. Following a general briefing we went up and covered off the basics of controls, and Michael demonstrated that he had a good feel for flying and was soon managing turns and level flight with relative ease. While we

were up doing that, Thomas O'Rourke took off in GPF, his self launching Russia. It was his first launch from



Whenuapai for some considerable time and he was able to get a good thermalling flight of close to an hour.

Next up was Clare Dickson, wanting to get more parts of her training syllabus signed off. She demonstrated good control in a tow hang-up exercise, some good thermalling skills and finished off with a reasonable demonstration of a baulked approach recovery on landing.

Following that Joseph Dickson went up for his first solo in GMW for some time, following a good check flight the day before, and another a few days earlier. By now it was getting late and we agreed that he would restrict his flight to no more than 30 mins. Following a good launch and some successful thermalling in a sky that was very much weakening, he appeared on finals after exactly 30 mins, handling the slight tailwind that was now in evidence well.

At that point the starter motor in the recovery tractor decided it didn't want to work, and the two or three of us left spent some time working with that, finally getting it going again. The last flight of the day was Clare again, so we did a simulated low-power on take-off exercise while the tractor and caravan were returned to the hangar.

Overall it had been a long and successful day, ending well after 1800 following 12 launches and lots of good flights. With just 5 of us left to pack everything away it took a little while, and we were all locked away and leaving by around 1830. Thanks to Peter Thorpe for some good towing and an especially big thank you to Neville Swan who managed the Duty Pilot duties for the day, and ran the field throughout for a total of over 8.5 hours. Efforts very much appreciated.



Towie Peter Thorpes version

...Another 08 day, supposedly the wind was 100/10 but it was rather variable and we had a slight tail wind component at times during the day. First up at about 1145 was duty instructor Ivor Woodfield with new student Allely Wilton. A bunch of solo pilots followed with Toni Thompson in MP, Brendan Moore in VF, Matt Moran in MP, Tony Prentice in MP and Graham Lake in IV. Ivor took up a passenger and then we had an enforced break for a bit over an hour while a P3 flew around the local area. It was really hot in the sun but

lazing under the awning was pleasant until we were allowed up again just after 3pm when Ivor took another new student Michael Berns up followed by Clare Dickson. Joseph Dickson went solo in MW and the final launch was a slow acceleration take off for Clare. By then it was 6-30pm so it was straight home after 11 launches for the day.

ATC CADETS

Saturday morning we are flying a number of cadets from 40 (Howick) Squadron ATC. Can we please have an early start 0830 and some helpers please.



Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
-	2	G LEYLAND	R CARSWELL	P THORPE	
-	3	I O'KEEFE	P THORPE	D BELCHER	
Waitangi	6	M MORAN	L PAGE	A WILLIAMS	
	9	T O'ROURKE	I WOODFIELD	R CARSWELL	
	10	R BAGCHI	I WOODFIELD	P THORPE	
	16	T PRENTICE	S WALLACE	D BELCHER	ATC Cadets 40SQN
	17	R WHITBY	I WOODFIELD	F MCKENZIE	
	23	I BURR	L PAGE	G LAKE	
	24	S HAY	P THORPE	A WILLIAMS	
Mar	2	T THOMPSON	I WOODFIELD	R HEYNIKE	
	3	K BHASHYAM	L PAGE	R CARSWELL	
	9	G LEYLAND	S WALLACE	G LAKE	
	10	I O'KEEFE	R CARSWELL	P THORPE	
	16	M MORAN	L PAGE	F MCKENZIE	ATC Cadets 40 SQN
	17	T O'ROURKE	P THORPE	D BELCHER	
	23	R BAGCHI	I WOODFIELD	A WILLIAMS	ATC Cadets 40 SQN
	24	T PRENTICE	S WALLACE	R CARSWELL	ATC Cadets 40 SQN
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	