

WARM AIR 1 Jun 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Rex Carswell

Bank Acct 38-9014-0625483-000

Towing: Peter Thorpe

Duty Pilot: Kishan Bhashyam

Sunday

Instructing: Ivor Woodfield

Towing: Ruan Heynike

Duty Pilot: Geoff Leyland

Monday

Instructing: Ray Burns

Towing: Derry Belcher

Duty Pilot: Ian O'Keefe

QUEENS BIRTHDAY WEEKEND MEMBERS NEWS

SATURDAY *Supposed to be instructor sick note Lionel Page*

Very thankfully Peter Thorpe stepped in for me on Saturday as I was not feeling on top of the world. I thought that I may be more flyable by Sunday. It was not to be and Ivor very kindly stood in for me. Damn flu.

Real instructor Peter Thorpe provides some meaningful info.....Saturday dawned fine but Whenuapai was fog bound when I arrived at the field. As an aside I can't believe the number of idiots who drive without lights in fog. I was actually first to arrive for once but tow pilot Rex Carswell soon joined me and Roy Whitby arrived prancing around on his repaired knee like a young fella. Soon Kris Pillai, Neville Swan, Tony Prentice, Rahul Bagchi, Toni Thompson and Kazik Jasica joined the group while Kishan Bhashyam and David Todd rigged their respective gliders.

There was very little wind but we decided there was a faint easterly breeze so we set up on 08. The fog cleared around 1100 and just after midday Ian Williams arrived in his lovely Dimona motor glider GCB to do some maintenance on the ATC Grob 109 motor glider.

There were some Cu developing so Kris and I launched in MW to continue his refresher flying after a two year break from gliding. We did two flights including some spinning and boxing the wake exercises and he demonstrated that we must have taught him well because he has not forgotten much at all. Tony launched in his PW5 BD for what turned into the best flight of the day at 113 minutes. Rahul and I also played in the



thermals and gained enough height for a couple of wing overs and a loop, just because we could. While thermalling we were joined by Ian Williams and Neville in the Dimona who were doing some nostalgic flying before Ian headed back to Drury.



Rahul took a flight in VF but missed the thermals and was back in 12 minutes while David Todd launched in BZ straight after and was able to make 65 minutes. Kazik and I took a flight to work on spinning for his B cert and Kishan launched in HU for a nice 42 minute flight and that was about it for the day. The thermals were there but pilots had to be patient and persistent to stay up. A wee chat over a fizzy drink before heading home by 4-30pm. Just eight club flights for the day, but that is a lot better than not flying.

SUNDAY *Ivor Woodfield stepped up to cover the sick note.*

I agreed to cover Lionel's instructional flying, although as arranged, was not able to get out to the field early, so Lionel opened up.

The day was very calm, with little or no lift all day. First up was Clare Dickson, who wanted to do a check flight before going solo later in the day. We had a good flight, albeit a short one from a 1500' release. Next up were a few members, Matt Moran, Simon Hay and Geoff Leyland, none of whom had flown for a while, and who were all wanting check flights.

Shortly after Matt launched, the wind came around to the south east, so we changed ends. The tower also came on watch and asked us to keep clear to the north east. After it was clear we would not be able to stay aloft for long, Matt talked to the tower and opted to join long finals for 08, which he did. All in all a good demonstration of airmanship and flying skill.

Simon flew a well planned and executed circuit and then Geoff went up to 2000' and did a great job of staying in the air as long as possible on such a calm and lift free day.



Kazik Jasica decided to take the PW5 up for an airing, and managed a good flight, although found not enough lift to climb even that little glider. Then came Clare's solo, which was only her second solo flight in this glider, and it went very well.

Last flight of the day was with Melodyann Grant, who flew most of the flight, and flew well. We ended landing back at the hangar and fairly soon things were all packed away. Just time for a brief gathering to talk about the enjoyable day's flying before everyone was heading home. All locked up by 1600.



*Towie Graham Lake adds to the tale.....*Not everyone was unhappy at the smooth flying conditions. The Towie loved it. It was clear by the second launch we should change ends so that was called during initial climbout. There was not a skerrick of lift in the sky but the smooth conditions meant a lot of hands off flying and some nice landings....although the second one with the young Air Force chap on board was not quite up to standard. Nice to see so many faces and a chance to enquire of one's erstwhile Libelle partner when his share of the trailer was to be painted and get a WOF. Annuals are coming soon.

*the Sick note himself.....*I did pop over on Sunday, opened up and stood round gasbagging while the minions readied aircraft and got things underway. I did manage to turn my hand to mowing a little grass in front of the hangar - just to distract from those that will say that I was completely useless.... We set up on 26 grass with the wind being distinctly light and variable. Ivor arrived in time to take Clare up for a check flight (no one else was too eager to test out a dull looking sky.) After a flight or two the wind started favouring 08 and a decision was made to change ends.

I made a little more progress chopping up on of the broken trailers - still plenty to go before it will be ready to go to the scrap heap.

Some time during the day a 757 returned and had us momentarily grounded.

The sky was certainly not conducive to soaring flights and most were racing the tow plane to the ground. Good to see a few "MIA" guys out - namely Matt Moran and Simon Hays. Welcome back!

All packed up by about 4pm. A big thanks to Peter for swapping my Saturday duty and a huge thanks to Ivor for doing my Sunday duty. Thanks to the normal "minions" (Neville, Roy, Tony, Kazik, Ray, Brendan, Peter and Clare) for keeping the operations flowing.

OUTLANDING VIDEO *Kishan Bhashyam*

Thought I'd share! I came across this interesting outlanding video with interesting comments about the pilots decision making.

https://www.reddit.com/r/flying/comments/biemw2/steep_tight_final_to_uphill_offairport_landing_in/

Why my 93-year-old gran is learning to fly (*Dusty Millar kindly sent this in, not quite Gliding but a nice story*)

By James WooldridgeBBC Stories

- 26 May 2019



Mollie Macartney's passion for planes began during her wartime service. Now she's taking to the skies herself - and passing on her appetite for adventure to her 12-year-old granddaughter.

On a bright but slightly cloudy day, 93-year-old Mollie is standing on an airfield near London, preparing to start her next flying lesson. "Ordinary flying is very boring, I hate it - but this, you see so much," she says, "England is so beautiful. I never realised that there were probably 50 shades of green." It is something she has done on major birthdays since she was 70 and just one facet of her active life (she's a keen horse-rider too).

Joining Mollie at the airfield for the time is her 12-year-old granddaughter Matilda. "I've heard all about her flying but I've never been here and witnessed it," says Matilda, "I hope she is a better navigator in the plane than when she is driving us here."



Mollie's passion for flying began in World War Two. She was inspired by the women pilots she saw delivering planes from the factories to the front line. "When I joined the Wrens [Women's Royal Naval Service] I didn't realise that women could fly," she says. "I was watching Pathe Gazette and they said this woman was bringing in a Wellington [bomber] and I thought, 'Oh, why did I join the Wrens? I could have done that,' and ever since I thought I must go in an aeroplane and learn to fly."

Aged just 16 when she joined, Mollie admits she forged her birth certificate, knowing the Navy would not take her if



she was under 17. "We all wanted to join up. We weren't going to let anybody come and take us over," she says. Her job was to look after the electrics and fuel of the ships that took supplies out to the warships. "Mostly it had to do with bringing troops to ship or taking them off again depending on what they were doing. I was on an MC.2, a boat very similar to an MC.1 (pictured)

But one night proved to be exceptional. Setting off in a small motorboat with just a navigator for company, she travelled into the English Channel in complete darkness. Her mission was to deliver a letter to Prime Minister Winston Churchill, who was aboard the HMS King George V (KG5), which was observing radio silence. "We went out and out and out and because of the blackout you couldn't see the land and you couldn't see anything else because there was no Moon," says Mollie, explaining it was the only time during the war that she really felt frightened. Eventually they found the battleship. A sailor waiting on a rope ladder took the letter from them as they

passed the ship and they were then expected to turn around and return to shore. "I thought 'Dear God, where the hell are we?' You couldn't see a thing."

During her time in the forces, Mollie saw many disturbing things. She recalls she and her crew-mates having dinner on-board a destroyer with some of the male sailors who served on it. "Little did we know it would set sail at about seven o'clock in the morning and by half past eleven it would be back and a lot of them would be dead - all the top bit was gone," says Mollie, "They had been machine-gunned and torpedoed."



But she also regards her time as a Wren as a privilege and credits the military with teaching her the importance of acceptance and making the best of things. "If something terrible happened we tried to help and make things better



and if we couldn't then that was life. There was nothing we could do. I mean literally there was nothing we could do, we had to accept an awful lot," she says. Like many women who served, Mollie lost her job when the war ended. "We were chucked out, because sailors were coming back and our job was the most interesting of all jobs and they wanted them back again," says Mollie. "It was an extraordinary feeling. We had been necessary, we had been doing things, we were needed and suddenly no-one wanted us," she says.

Leaving the Wrens, Mollie went on to become an au pair, a nurse and a chef. But she always had a hankering to take to the skies. Back on the airfield, Matilda watches her grandmother's plane take off. "It's peaked my interest

and I would like to give it a go," says Matilda, explaining that Mollie's encouragement has helped her make her the person she is now.

Like her grandmother, Matilda has an appetite for adventure and they share a love of horse riding. "It's kind of dangerous, so there's an element of that you have to trust the horse," says Matilda. "You have to work as a team, it's not just an individual thing... you have to really work together to help each other and have a good relationship."

A keen rider, Mollie says she started riding when she was about six or seven years old, but never had formal lessons. "It was just the natural thing to do," says Mollie.



Mollie introduced Matilda to horses when she was 18 months old. "She took it like a horse to water," says Mollie. She tells Matilda: "You had a smile on your face and you were enjoying it." Earlier in the week, before the flying lesson, Mollie and Matilda had decided to go for a ride together in the Cotswolds, in the south of England.

A broken hip meant Mollie had to stop temporarily while she recovered and

this is the first time she has ridden in about a year. Climbing carefully on to the horse she leans over and says to it: "Please be respectful to your elders. Otherwise you're in trouble and so am I." She laughs. As they set off through a village, the Cotswold stone buildings gleaming in the sunlight, Mollie explains it is the sense of freedom and getting back to nature that she loves about riding.



"As I'm going along I'm talking to him and he's listening," she says. "Look at a horse's ears and you will find they are going forward and backwards taking in what's going on." "I think it's nice to see you doing things and being happy and sharing moments so I can remember what we did together," says Matilda.

Asked what she thinks about people telling her it is dangerous to ride at her age, Mollie says: "Go to hell! I'll do as I please." She laughs again. But Mollie also says that one of the reasons she is able to stay so active is being able to live in supported accommodation provided by a veteran's charity, Stoll. "I didn't want to come to Stoll," she says. "We were living in a very pretty place with a lovely river in front of us and the ducks used to come, they would come right into the flat,"

But one day Mollie had a fall and was on the ground for at least half an hour. She subsequently developed pneumonia and realised that she needed to be somewhere she would be looked after. Mollie says she does not have any advice to give Matilda, explaining that she believes that whatever she wants to be she will do it well. But she does offer some general advice for younger people - never turn down opportunities and experiences.

"You would be surprised; all sorts of wonderful things come out of it," she says. Matilda echoes her grandmother's sentiments. "Mollie's actions help me remember that I can do anything I want to," says Matilda. Even if she has to lie about her age to do it, she adds, laughing. "When I am older, I hope I am like grandma and I still ride and fly planes. I need to get it into that, and I hope I am as happy when I am her age, and I can still move around and do things that I want to do."

Duty Roster For May, Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	25	B MOORE	L PAGE	R CARSWELL	
	26	S HAY	P THORPE	G LAKE	
June	1	K BHASHYAM	R CARSWELL	P THORPE	
Queens	2	G LEYLAND	I WOODFIELD	R HEYNIKE	
Birthday	3	I O'KEEFE	R BURNS	D BELCHER	
	8	M MORAN	I WOODFIELD	A WILLIAMS	
	9	C DICKSON	L PAGE	G LAKE	
	15	G LEYLAND	R CARSWELL	R HEYNIKE	5 SQN ATC
	16	T PRENTICE	I WOODFIELD	P THORPE	
	22	R WHITBY	P THORPE	F MCKENZIE	
	23	I BURR	R BURNS	R CARSWELL	
	29	C DICKSON	S WALLACE	D BELCHER	3 SQN ATC
	30	K JASICA	L PAGE	A WILLIAMS	3 SQN ATC