

WARM AIR 27 Jul 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: Matt Moran

Sunday

Instructing: Ivor Woodfield

Towing: Ruan Heynike

Duty Pilot Thomas O'Rourke

MEMBERS NEWS

SATURDAY

Towie Derry Belcher leapt into print with a fulsome report... No gliding on Saturday due to lack of folk wanting to fly and the intermittent heavy rain.



Many thanks to Jeff Leyland (our duty pilot) who went and filled up the fuel containers.

Instructor Peter Thorpe was more forthcoming..... As I left for the airfield on Saturday morning my wife made a comment to the effect that I was wasting my time because the weather forecast was bad. I agreed (as always) but said I needed to go to the field because other members may turn up and you never know, the forecast is not always correct. The wind was westerly and there were Cu and blue patches so it didn't look too bad but there were some

rain showers around. The duty pilot Geoff Leyland and tow pilot Derry Belcher duly arrived so we opened the hangar and soon after Andrew Fletcher, Tony Prentice and Roy Whitby also turned up. We chatted about things in the world while waiting to see if any keen pilots were going to turn up, Derry did something engineering and I put the gate guard sheets in a folder. Then a wild squall came through which turned us all right off flying and nobody else turned up so at 1130 we cancelled flying for the day and all went home.

SUNDAY Instructor Lionel Page starts us off

Forecast for Sunday was to be rain free - and so it was. Arrived at the gate to find the tow pilot and duty pilot waiting.... oops but then I was not too late.



Opened up and slowly got things under way. A bit of a starting issue for RDW (flat battery) which was fairly quickly sorted with the help of Ian O'Keefe's portable battery/car starter. The normal stalwarts of Neville Swan, Roy Whitby, Tony Prentice, Rahul Bagchi and Brendan Moore arrived to help with getting all the aircraft out of the hangar and DI'd. Graham Lake arrived to carry out maintenance on his trailer - but got waylaid after a little while. (See later on)

First up was Neville and myself to check out what I thought would be a sleigh ride. (Turns out there was lift about and we managed 33 mins - not bad for middle of winter)

Even though we thought the crowds would be eager after hearing us say we were at 2,000ft and thermalling, they slowly started lining up. Rahul's preflight planning review of RASP said that conditions would be best at 1pm - maybe that made them hesitate.

Eventually the fleet was gridded. Rahul took VF up but was back fairly quickly as the sky was cycling rather quickly. The following flights seems to get it right and all had long flights with Ian and Graham in GMW getting line honors with 101 minutes.



Those club members that did not come out certainly missed an incredible day. (Ian said thank you - if you had come out, it is likely he would not have been able to get up and enjoy 101 minutes of flying!)

Graham even opened all the airspace - although I do not think most of it was used as cloud base was about 2,500ft or less (not when I opened it as Tony reported well above that).

Full bladders and cycling skies saw the whole fleet return by 3pm and was quickly returned to the hangar after which refreshments were had and story telling ensued.

A great mid winter day's flying.

Towie Andrew Williams adds.....Finally a day with fantastic flying weather! Getting RDW fuelled, oiled and preflighted was all fine, but then the battery was too flat to start the engine. Luckily we had a duty pilot with an emergency battery charger and the courage to try it out. Ian produced the battery pack from the boot of his car. The cables were quite short so he had to stand next to the engine, tightly holding the battery pack, while I held the brake handle even more tightly, and started the engine. It worked and we were in business! With the spinning prop nearby Ian very carefully removed the jumper cables and then stepped away from the aircraft. After giving it a few minutes to charge the battery I shut down and we put the cowling back on. Starting up again we were good to go for the day.



Having not flown for a few months I needed some practice so I went and did a few circuits before the first tow. With great lift conditions a queue of gliders appeared and we quickly did six tows. With such smooth air it was a great day for getting back into the air after such a long break.

LABOUR WEEKEND - MATAMATA

As usual your club is planning to deploy to Matamata at Labour Weekend. Now is a good time to start planning your trip, having somewhere to stay. Matamata is a great place to attempt badge flights and to have some decent cross countries too.



Hobsonville for those who can remember the airfield

Duty Roster For Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Aug	3	R BAGCHI	R BURNS	G LAKE	5 SQN ATC
	4	T PRENTICE	S WALLACE	R CARSWELL	5 SQN ATC Reserve day
	10	R WHITBY	L PAGE	F MCKENZIE	
	11	I BURR	P THORPE	D BELCHER	
	17	C DICKSON	I WOODFIELD	A WILLIAMS	
	18	K JASICA	R BURNS	P THORPE	
	24	J DICKSON	R CARSWELL	D BELCHER	
	25	B MOORE	S WALLACE	G LAKE	
	31	S HAY	P THORPE	R HEYNIKE	
Sep	1	K BHASHYAM	L PAGE	R CARSWELL	
	7	G LEYLAND	I WOODFIELD	A WILLIAMS	
	8	I O'KEEFE	R BURNS	P THORPE	
	14	M MORAN	R CARSWELL	F MCKENZIE	
	15	T O'ROURKE	S WALLACE	A WILLIAMS	
	21	R BAGCHI	R BURNS	R CARSWELL	
	22	T PRENTICE	L PAGE	A WILLIAMS	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	