

WARM AIR 5 Oct 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: Clare Dickson	
Sunday	Instructing: Steve Wallace	
	Towing: Andrew Williams	
	Duty Pilot: Kazic Jasica	

MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield writes....*

Despite some sunshine, the sky on Saturday morning was quite overcast and there was a stiff breeze blowing. Talking with Base Ops while collecting the radio and key I learned there would be no Base activities for the day. I headed over to the gate to find Ray Burns and towie Ruan Heynike already waiting to be let in. By the time we had the hangar opened up and the ATIS checked we had been joined by Tony Prentice, Roy Whitby(duty pilot), Kazik Jasica and Jonathan Pote.

Despite an initial issue with a tractor battery, we were soon all checked and ready to fly. There was a steady 12-15 knot wind straight down the vector, although the cloud-base looked low. Kazik was the only pilot wanting to fly, so after some discussion about wind strength and direction he took off to demonstrate his skill with a non-normal circuit. After hunting unsuccessfully for any thermals he arrived a little low to the north of the field, from where he executed a well judged join back onto his base leg, followed by a confident and accurate approach and landing.

Next up was a flight with a member of Base. The cloud had thinned a little so we were able to climb to 2500' to start our tour of the area and hunt for thermals. During the flight, Jake was able to take the controls and experience glider flying directly. Sadly we found almost no lift, and a fair bit of sink, so after a brief session of taking photographs we found ourselves back in the circuit, and back into the rough air. Once back on the ground it was clear that Jake had been very impressed by gliding, which he had never seen close up before.

By this stage it seemed that the cloud cover and the breeze was keeping people away, and there was only 4 of us left on the field. However, the sun broke through and the clouds appeared to thin out, so Tony decided that he and Kazik would take a flight in the twin to see what they could find. Before long they were back on the ground reporting that the only lift they found was some just after release and quite a lot more as they turned onto base on their return. In between it had been all sink.

At that point we decided to call it a day and set about packing everything away, All locked up and away by shortly after 1430, after just 3 flights.

SUNDAY *Instructor Ray Burns reports*

The day started a little overcast with a bit of drizzle. We soon had a quorum ready to fly with Matt Moran, Kazik Jasica, Brendon Moore Tony Prentice and Roy Whitby joining us for the setup. Steve Foreman joined us a little later in the day. We had a fairly leisurely setup and Kazik and I managed our first launch at 1200 into an interesting looking street. Although cloud base was only 2500 we still experienced some good lift and managed to stay airborne. Until we started the side slipping..... Kazik had a go at a no brake approach and we are a little too high. Our second attempt was much better with a better circuit plan resulting a relatively

easy landing. Tony, Matt and Brendon launched in the singles and Roy and Steve ended in the day in the twin. Matt made a good fist of the conditions taking line honours with a shade over two hours.

*Towie Peter Thorpe adds his bit.....*We were a bit slow getting the gate unlocked but our Duty Instructor claimed rugby viewing took priority. We were in the gate by 1000 and gate keeper Jonathan Pote was busy ticking off myself, Ray Burns, Kazik Jasica, Tony Prentice, Roy Whitby, Matt Moran, Steve Foreman and Brendan Moore. The usual inspecting and cleaning complete we were ready to launch on 26 by midday. The wind was westerly at 8 knots with some promising looking clouds at around 2000 ft. First up was Ray with Kazik who towed to 1500ft for a landing exercise. Matt went up in MP and then Ray and Kazik had another go. Tony took his beloved BD for an airing and Matt had another go in MP. Brendan launched in VF for what turned out to be the longest flight of the day, Ray and Kazik did another 1000 footer and then Roy and Steve made the last launch at 1415. In between launches, Roy and I checked the yellow tractor plugs and points as it is not running at all well but we did not fix it so next weekend we will have another go. We sampled a few fizzy drinks while waiting for Brendan to land and then headed home by 1600 after 8 launches for the day.

START OF SEASON BRIEFING AND AGM

The Start of Season briefing will be in our hangar on Saturday 19 October at 1000 followed by the Annual General Meeting. Attendance at the SOBS is essential.

Nominations for the committee and Notices of Motion are sought, to the secretary, Ivor Woodfield please.

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. Further down is an excellent piece by Piako CFI Steve Care describing good landout spots on the run to Thames, how to find them and some useful tips. Excellent preparation for those planning badge flights and, indeed for everyone else flying the area. We are grateful to Steve both for writing this and for allowing it be published in Warm Air.

Can I please have an indication who thinks they might attend. So far four have bothered replying although a number have given verbal indications.

There is also a cross country course during and straight after labour weekend at Matamata. This is a great course for those new to cross country and for those who would like a refresher and, sometimes, a kick start to go further afield. If you wish to attend the course talk to his CFIness Ray Burns.

Word on the street suggests airfield accommodation is filling fast. Don't wait but book now. The airfield cabins can be booked through Ralph Gore <mailto:Gore.Family@xtra.co.nz>

LABOUR WEEKEND DINNER

For those making it to Matamata this labour weekend (26th to 28th Oct) and would like to part take of Saturday diner (or Sunday to be confirmed), please send your interest and numbers to kishan@bhashyam.co.nz

Cost is usually \$35pp (currently awaiting confirmation). There might even be a 'live band' in if enough interest is expressed!

Please send your interest and numbers. Specific details to follow.

Steppingstones around the Airfield and to Thames

Piako CFI, Steve Care, wrote this piece for "FLYPAPER", the Piako Club newsletter and kindly agreed to share with us. Thanks Steve.

Any cross-country task requires some planning and more so for newer pilots. In our area we generally provide good information on paddock selection, but in other regions early cross-country emphasis is to go from one landable paddock or airstrip to another and ensuring that one is always within reach. It isn't a perfect system for us, because farming patterns can be so changeable and it is much easier for a known good paddock to be unexpectedly covered in a crop, stock, or divided into smaller paddocks. However, having no idea whether there might be a landable paddock ahead is not a perfect system either. I have listed some possible outlanding areas around the airfield and for a new pilot heading to Thames, but also included possible hazards. Using Google Earth is a great resource but be aware that the images can be out of date with reality.

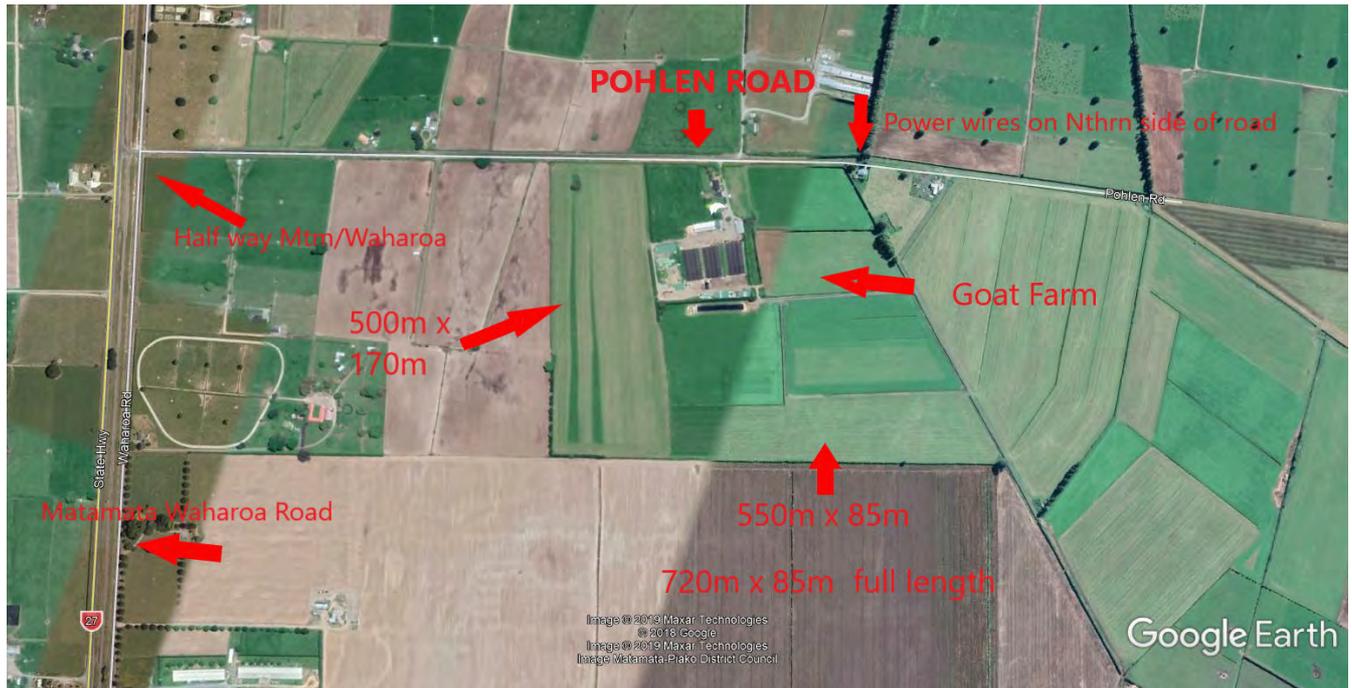
There are very large and usable cultivated paddocks around the airfield (and beyond) at this time of year, up until mid-December, when many turn into very tall un-landable crops. This often leaves smaller uniquely Waikato dairy paddocks. However, in recent times there has been an increase in goat farming in our region and generally the goats are kept indoors. The large paddocks outside the buildings are cut regularly and feed to the goats. They are great of us glider pilots, because there are few fences and no stock in the paddocks. There is a very large one halfway between Matamata and Waharoa, making it perfect if you find yourself a bit short on final glide from the South. There is another one halfway from the ridge to the airfield. It isn't perfectly into wind in a westerly but good length for a safe landing.

The Pohlen Rd Goat farm is very easy to find, but when I ask experienced pilots, many don't know where it is. It is almost exactly halfway between Waharoa and Matamata. The 2 biggest paddocks are 500 metres long and very wide. The longest part is 700 metres long, so long as there isn't a fence, which I understand there isn't. It can be approached from any direction, although the Northern boundary has power wires on the far side of the road. Another hazard might be long grass in the peak spring growing season.

The Wardville Rd Goat Farm is very handy alternative if a glider is unable to get back to the airfield from the ridge. The longest paddock is 530 metres and it can sometimes look like the paddocks are divided, but often it is just the boundary of their daily grass cutting. The main paddocks face roughly North/South, so in a good Westerly you either need good cross wind skills, diagonal approach or choose the Southern paddock. Landing can be from any direction. It can be tricky to find. It is South of Wardville and the Southern



boundary borders the Railway line from the Tunnel to Waharoa. It is also almost exactly halfway and the best way to find it is to look for the buildings.



In all GE diagrams NORTH is up

North



Photo of Wardville Goat farm looking from the North.

South is up in this photo



I was going to include the paddock that John Currie landed in. It is 230 metres facing west, is in front of the tunnel with a large row of chicken shed buildings on the South part of the paddock. However, the approach is a bit interesting. You would have to approach next to a tree and over a 30ft gully. In a decent westerly, the tree will create turbulence and the gully generate severe sink. It would be OK in light winds. Unfortunately, it is very easy to spot but there are better paddocks 2km north of this (380 metres long) with a less radical approach. One is a paddock south of and runs parallel with Wardville Rd. All these paddocks are candidates for ending up in crops or maize, so I have not included.



Te Aroha racecourse is a very popular landing spot for gliders. But newbies should be aware of the hazards. The main straights are very long (450 metres) and the back straight is even longer than Raglan. Downside is that it is narrow, 24 or 25 metres. It feels much less. The landing area in the middle at best is short and I can't remember it being in just 2 paddocks (150m each as shown above on Google Earth). Often the middle has heaps of horsey stuff in it as well. It can always change, but be aware it is unlikely to be usable. Landing on the back straight has an observation tower in the way, on the approach to the West. It doesn't help

when you are trying to land as straight as you can. Look out for the possibility of a barrier across the track extensions.

Landing on the home straight is easier, but still very narrow (25 metres). Don't drive your car and trailer onto the home straight, especially anywhere near the barrier. I was told off for doing so and I guess there is potential for course officials to completely ban us from using any vehicle to retrieve our gliders.

The inner rings can be just as landable, but as with all of the barriers, any of them can be made wider or narrower at any time; some being shorter than a glider wingspan.

Big hazard is Race day, although we have had a couple of pilots land on the back straight when a Race day was on. I wouldn't recommend it.

The old Te Aroha airfield is long gone, but the row of very long paddocks (850 metres) are still there. Direction is North West/South East, so not far off our 10/28 runway. Some are divided, but the paddocks are so long that it doesn't really matter. They are



swamp paddocks, so they will be very wet in winter and very rough surface in summer. Some will be in maize in summer, but there are plenty to choose from and most unlikely they will all be in maize.

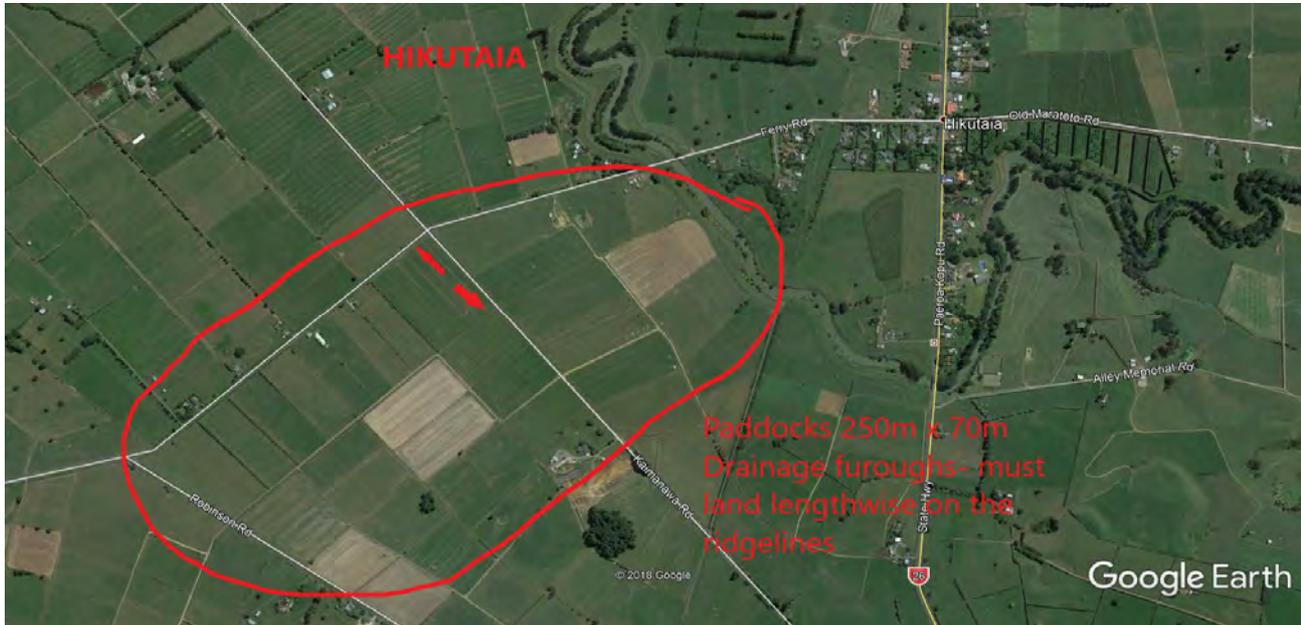
It's a long way from the ridge, so more of a resource on a thermal day



Thorp Rd is about halfway between the Tirohia saddle and Paeroa. These paddocks aren't as long as other paddocks I have shown, but still plenty long enough for even an average pilot. They are in the lee of the Tirohia spur, so I have no idea what will happen if or when the wind farm goes in. The paddocks around Paeroa itself are much smaller, so it's good to keep these ones in mind especially if you can't make it back

over the saddle going back. These face West but there are also others facing North/South that you could also choose if the wind favoured it.

It's quite important to read the conditions when you go North along the ridge. If you go from Te Aroha to the Tirohia spur and end up lower (or it doesn't feel as buoyant as it could) then think twice about how well the ridge might be working further North (where the lift gets weaker).



Once you get to the Paeroa bowl, take your time and climb if you can. It will make the next jump much easier. If you can't climb then, rather than backtracking, you may be better to slowly carry on towards Hikutaia, where there are good paddocks and the possibility of finding lift along the way. It's a matter of staying within reach of Hikutaia and then Thames. On the return, then before you leave the reach of Thames, make sure you can reach Hikutaia and then Thorp Road.

The paddocks at Hikutaia are like Thorp Rd (around 250 metres) but generally wider. They may not be straight into wind on an average ridge day and because they have drainage furrows/ridges, it is important to land on the top of one of the ridges without drifting, (never try to land across them). Being able to land in a straight line is vital and like old Te Aroha airfield, the paddock surface will be rough in summer. These paddocks are a little way out from the ridge, so it is important to successfully work the lift before you get too low or drift too far back. This can be difficult for early pilots, because these sorts of decisions are very new and thermalling or ridge flying skills still being honed. Landing choices further back in the Maratoto valley are much less. At times in summer you can get high enough at Paeroa to make it all the way to Thames in one glide.

Using steppingstones is a way to give new pilots a bit of confidence when going cross country. It isn't the whole answer and not the only solution to good early cross country. None of the landings I have talked about are less than 250 metres, some airfield size. Getting landings down to 100 to 150 metres in a variety of wind conditions will give confidence landing in these and smaller paddocks.

Pohlen Rd Goat Farm 46.406' E	37° 47.186' S 175°
Wardville Rd Goat Farm 47.789' E	37° 43.605' S 175°
Te Aroha Racecourse 42.412' E	37° 33.511' S 175°
Old Te Aroha Airfield - Otway 37.176' E	37° 28.523' S 175°

Duty Roster For Sep,Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Oct	5	C DICKSON	R CARSWELL	P THORPE	
	6	K JASICA	S WALLACE	A WILLIAMS	
	12	J DICKSON	R BURNS	A WILLIAMS	Power Sect Comps
	13	B MOORE	L PAGE	P THORPE	
	19	S HAY	I WOODFIELD	R CARSWELL	
	20	K BHASHYAM	R BURNS	R HEYNIKE	
Labour W/E	26	G LEYLAND	S WALLACE	P THORPE	
	27	I O'KEEFE	L PAGE	F MCKENZIE	
	28	M MORAN	R BURNS	R HEYNIKE	
Nov	2	T O'ROURKE	P THORPE	D BELCHER	
	3	R BAGCHI	I WOODFIELD	G LAKE	
	9	T PRENTICE	S WALLACE	P THORPE	
	10	R WHITBY	L PAGE	D BELCHER	
	16	I BURR	R BURNS	F MCKENZIE	
	17	C DICKSON	I WOODFIELD	R HEYNIKE	
	23	K JASICA	R BURNS	G LAKE	
	24	J DICKSON	L PAGE	A WILLIAMS	
	30	B MOORE	I WOODFIELD	D BELCHER	
Dec	1	S HAY	P THORPE	R HEYNIKE	
	7	K BHASHYAM	R CARSWELL	F MCKENZIE	
	8	G LEYLAND	S WALLACE	G LAKE	
	14	I O'KEEFE	L PAGE	R CARSWELL	
	15	M MORAN	S WALLACE	D BELCHER	
	21	T O'ROURKE	I WOODFIELD	A WILLIAMS	
	22	R BAGCHI	R CARSWELL	F MCKENZIE	