

WARM AIR 31 Oct 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Rex Carswell/Gus Cabre

Duty Pilot Clare Dickson

Sunday

Instructing: Steve Wallace

Towing: Derry Belcher

Duty Pilot Kazic Jasica

**SUNDAY WE HAVE ATC CADETS - EARLY START PLEASE
MEMBERS NEWS**

SATURDAY *Instructor Ivor Woodfield coughs up the first report*

The day started with an aerotow down to Matamata. We all arrived at the field by 0800, at which time cloudbase looked quite low with the Waitakere hills in cloud as well as most of the sky tower. The tow pilot was Peter Thorpe, and in the twin with me was Joseph Dickson.

Several people were also there to help get everything loaded, and to tow the empty twin trailer down. These included Lionel Page, Kris Pillai and Kishan Bhashyam. We got the two aircraft out and ready, and with everything picked up Lionel and Kishan went off towing the trailer with Kris following in his vehicle. The Power Section was running a major power flying event at the Base all weekend and them wanting us launched before they started we were soon being pressured to depart.

We took off around 0915 into an improving sky, with light winds and a rising cloudbase. The flight down to Matamata took under 80 mins and was largely uneventful, although a couple of slack rope events keep us focused on accurate flying in GNF. Cloudbase for the journey was never that high, rising to a maximum of around 2500' towards the middle of the flight. We arrived overhead the field and after releasing we went looking for lift. Despite some promising looking clouds, we were not able to stay up and before long Joseph took us in for a gentle landing up near the clubhouse. In addition to our club event, Piako was hosting a cross country training event, so we were greeted by several gliders and a number of familiar faces. We secured the glider and went in to listen to the briefings that were taking place, as well as partaking of some welcome morning tea.

At this stage we learned that the twin trailer had failed with a cracked main spar, and while Kishan was



carrying on to us with the batteries, parachutes etc., Lionel would be waiting with the trailer for a repair crew. Derry Belcher and Roy Whitby duly headed off to check the damage, and see what could be done to recover the trailer.



At the same time, we readied the club fleet and moved everything to the 28 threshold, joining many of the course gliders, before returning to the clubhouse where Marion Moody, together with Lindsay Belcher, had prepared a great lunch, an indication of what was to be a really welcome feature of the weekend.

Lunch over and we were back to flying. With Tony Prentice running the books, the first person up in the twin was Craig Best, wanting a check and familiarisation flight before hopefully getting in some solo flying around the area. As we had discovered on arrival, there was very little lift to be found, although Craig made good use of what little we got. He managed to stay up for a short while, and at the same time check out the local area from the air for when he came back up on his own. While this was going on a couple of other club members joined the growing queue of gliders that were launching in the hope of completing a task or two. Ray Burns had got an early start in GKT and managed one of the longest flights of the day. Andrew Fletcher was part of the cross country course, and was up in a twin with a course instructor checking things out. Tony Prentice was up for a flight in his PW5.





Next up with me in the Twin Astir was Kazik Jasica, who again found very little usable lift in the local area, but managed to make good use of what there was, as well as refamiliarising himself with the landmarks as it had been quite a while since he had last flown from the Piako strip.



All too soon the lift vanished, and those gliders that were able to were returning to the field. A number of the course members landed out, and it was great to hear that they had all found good paddocks and landed safely. Lionel, Derry and Roy had also returned safely with the GNF trailer, having made a great repair on the side of the road using steel brackets and large bolts sourced from a local hardware store, and all put together with the help of Roy's amazing drill.

At 1800, after all the gliders were secured for the night and batteries put on charge, a large group

gathered at the club house to enjoy the most amazing dinner, prepared again by Marion and Lindsay, supported by a large number of helpers drawn from the group of diners. The bar was opened and a great amount of gliding story telling could be heard over the sound of happy eating. A great way to share the various skills amongst this bunch of flyers.



This went on for a long time, during which people started to drift away for an early night. It had been a long day, with lots of challenging flying, and everyone would be back at it again from early the following morning.

Towie Peter Thorpe adds to the story..... Labour Weekend so the club was off to Matamata as has been our tradition for many years.

The Power Section was holding a big competition on the grass vector and asked for us to be away by 0900 but as is often the way we were running a bit late and it was 0930 before Ivor Woodfield and Joseph Dickson in GNF, assisted by Lionel Page and Kishan Bhashyam were pushed out onto the 08 vector in among power aircraft asking for start clearances. The man in the tower was sounding a bit frazzled but

cleared us without delay to take off and vacate the zone via the Harbour Bridge.



It was an almost windless morning with some low cloud at 1300ft and with the tow plane full of fuel and my baggage pulling NF with two full sized adults our climb performance was leisurely. We made 1000ft before the bridge and all was well until the glider became somewhat out of position and gave a couple of hefty yanks on the tow rope just as we were overhead the bridge. For a few moments I had visions of the glider looking for

somewhere to land near the Chelsea Sugar Works but fortunately the 300kg breaking strain weak link held up and we were soon back to straight and level enjoying the views of the city as we headed for Musick Point then Orere Point and on to Matamata. We arrived overhead at 1040 and land on an apparently deserted airfield but found our club members and the Cross Country Training course members all in the club rooms being briefed on out-landings.

As usual we joined the other tow planes - Piako's Pawnee CNC and a Foxbat JTA and towed which ever glider was ready. My first tow was a PW-5 to 3000ft overhead which finished rather ignominiously by my hooking the fence with the tow rope, shredding both the rope and some wires - caused by me not reviewing mentally the differences between Whenuapai and Matamata before launching. Piako lent us

their spare rope so we could keep operating while we retrieved the rings and Ray Burns spliced the rope so we were back in business. (Our spare rope was on the open trailer that had been delayed by a structural failure on the way down - another story). Another three tows and after washing and tying down the aircraft the day finished with a fantastic hamburger meal prepared by Marion Moody assisted by Lindsay Belcher and others.



And Lionel Page adds a twista confession..... Kishan broke the trailer

Saturday was an interesting day - Kishan, Krishna and I argued over who was going to tow GNF's trailer. Kishan "lost" and I happily offer to catch a ride with him as I was hopefully flying home on Monday. Just after Maramarua, Kishan commented that he wanted to stop to check the trailer as it was bouncing quite a bit. We pulled over and I jumped on the drawbar - no issues! Then he lifted it up - maybe it was a bendy type trailer - nope -

the drawbar had snapped. We jury rigged it and drove a short distance before deciding that it was not a good idea. If it broke - who knows where it would go so we parked it up alongside the road.

Nice easy 84km drive to Matamata - a bit of a discussion with Roy and Derry and then off to Mitre 10 to buy some bolts and angle iron. Another nice 84 km drive back to the trailer with Derry - and in short order (not) we had the trailer fixed enough for the next 84 km trip back to Matamata. Next morning Tony from Piako and an engineering hangar mate had the trailer welded up. We replaced the brackets as we were told that we may have to derig GNF and trailer it back to Matamata. - Needed to be sure that the trailer would hold. Once bitten twice shy. A huge thanks to everyone for buying me beers on Saturday night - appreciated.

SUNDAY *Instructor Ray Burns reports*

Another very pleasant day. As usual a number of members prepared the gliders before breakfast and they were all towed down to the 28 flight line after breakfast.

Many of the members listened into the daily briefing for the XC course before which was very informative. There were 18 launches for the day so quite busy.

An early launch seemed to be the order for the day on Saturday and with Sunday's conditions looking similar a number elected to launch early. This however did not turn out to be the best of plans. Tony Prentice was the first off the grid and then Andrew Fletcher launched in KT on the XC task, landing out at Te Aroha. Craig Best very kindly offered to retrieve him with the help of Gerard Robertson from Drury. Krishna Pillai tested out both VF and MP. Not to be outdone Lionel Page did the same. Ivor Woodfield flew VF and Kishan Bhashyam took the last single seat launch in MP at 1400. Steve Foreman enticed Ida into the skies. Line honours went to Derry Belcher in MR with a squeak over the hour.

In the midst of all this activity Kazik Jasica had a great flight in a Duo Discus with Dave Dennison from Piako while Issy Burr did some more work on her instructor rating with both Peter Thorpe and myself.

Peter's BFR was the last flying activity before we all retired to the famous Redoubt for a very pleasant dinner. Thanks to Kishan for organising it.

MONDAY *Lionel Page gets a last word*

On Monday I was on duty however there were no students wanting to fly - only Craig who wanted to fly solo and try a small task. He tried once, twice and finally got away. So long in fact that we had to call him back when we wanted to head back to Whenuapai. Brilliant. Ray took GKT for a flight and Tony aired GBD.



Other flights were Derry in MR and Steve Foreman in GVF. As the singles were left languishing without Pilots, Peter Thorpe decided to take MP up and I thought GVF needed a bit more flight time.

As it always appears - when we needed to come back to leave for Whenuapai, we could not get down - lift everywhere. Felt like I could have flown to Thames and back and down to Tokoroa and back. Just a



fantastic atmosphere.



Once the singles were in their boxes, Ivor and I took off for the uneventful trip back to Whenuapai in GNF behind DSM with Ruan in control.

We landed just before 6pm and only had to wait a short time before Kishan and Peter arrived towing GNF's trailer - great to see it made it and the repairs held. A brilliant weekend away - thanks everyone. (And a huge thank you to Marian for her catering - we were well fed.)

ATC CADETS

Sunday we are hosting cadets from 30 Squadron. Early start please flying by 0900 and some helpers please.

GLIDING EVENTS CALENDAR 2020/21

Taupo Central Plateau (practice 31 Oct + 7 comp days 1 to 7 Nov)

-Sat 31st Oct 2020 - Sat 7th Nov 2020

Omarama South Island Regionals (TBC)

-Sat 14th Nov 2020 - Sat 21st Nov 2020

Matamata Northern Regionals

practice 28 Nov + 7 comp days 29 Nov to 5 Dec)

Springfield Soaring Championships

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

Matamata Air Cadet Camp

- 7th - 11th December 2020

Omarama YouthGlideNZ camp

- Thu 10th Dec 2020 - Sat 19th Dec 2020

Matamata Sailplane Grand Prix (4 comp days 27 to 30 Dec)

- Sun 27th Dec 2020 - Wed 30th Dec 2020

Omarama Nationals (practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive)

- Fri 1st Jan 2021 - Sun 10th Jan 2021

Auckland Enterprise (practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive)

- Sat 16th Jan 2021 - Sat 23rd Jan 2021 @ Drury

Matamata Club Class and MSC (practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb)

- Fri 29th Jan 2021 - Sun 7th Feb 2021

Vintage Kiwi Rally @ Te Kuiti Camp Gliding New Zealand Te Kuiti

Sat 6th Feb 2021 - Sat 13th Feb 2021 Tow plane = Fox Bat LSA

(Waipukurau) Central Districts Regionals Competition Gliding Hawkes Bay & Waipukurau Inc Waipukurau

Sat 20th Feb 2021 - Sat 27th Feb 2021

Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.



Duty Roster For Oct, Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Oct	31	C DICKSON	P THORPE	R CARSWELL / G CABRE	
Nov	1	K JASICA	S WALLACE	D BELCHER	30 SQN ATC
	7	J DICKSON	A FLETCHER	F MCKENZIE	
	8	S HAY	R CARSWELL	R HEYNIKE	
	14	K BHASHYAM	R BURNS	P THORPE / G CABRE	
	15	K PILLAI	I WOODFIELD	R CARSWELL	30 SQN ATC
	21	G LEYLAND	S WALLACE	D BELCHER	30 SQN ATC
	22	I O'KEEFE	L PAGE	F MCKENZIE	
	28	M MORAN	A FLETCHER	R HEYNIKE	
	29	T O'ROURKE	R CARSWELL	P THORPE / G CABRE	
Dec	5	R BAGCHI	P THORPE	R CARSWELL	
	6	T PRENTICE	R BURNS	D BELCHER	
	12	R WHITBY	L PAGE	F MCKENZIE	
	13	I BURR	S WALLACE	R HEYNIKE	
	19	C DICKSON	R CARSWELL	G CABRE	
	20	K JASICA	I WOODFIELD	P THORPE	