

WARM AIR 26 May 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Ray Burns

Bank Acct 38-9014-0625483-000

Towing: Peter Thorpe

Duty Pilot: Steve Foreman

Sunday

Instructing: Lionel Page

Towing: Craig Rook

Duty Pilot Geoff Leyland

MEMBERS NEWS

SATURDAY Instructor Ivor Woodfield writes:

Saturday started out with blue skies, although there was rain heading in from the North West which was due to be heavy by the afternoon.



I opened up shortly after 9, with Jonathan Pote and Ian O'Keefe ready to take trailers for WOF retesting. We also had a few trial flighters potentially scheduled. The Duty pilot Rudolf Struyck and Tow Pilot Ruan Heynike also arrived as we were unlocking the hangar, along with Roy Whitby, so hardly any time to talk to Base Ops and grab a quick coffee before we were

extracting RDW and GMW and preparing them for flying. Two early people wanting trial flights had arrived by 11, and while the weather held off we did briefings for them both and got airborne around 11.15. Very cold air on the ground, together with encroaching clouds made for very little lift. None the less we managed two good introductory flights around the area, with at least one person getting some good hands on experience with the glider. Both were very impressed with the sport.

While we were up, Toni Thompson took a solo flight in GMW. By now the rain was all around us, and although Toni got a good flight she was unable to find any lift. Her flight ended with a great landing, showing us all how to handle the conditions.



For a while the rain arrived, and we also got a call from the tower notifying us of some wind warnings that had been issued for the area. They also pointed out that the rain, while likely to be patchy for a while, was set to increase significantly. During this time another person arrived on the field looking for a trial flight. We discussed the conditions, and looked at the rain radar, and he decided that, rather than take a potentially short flight with limited visibility, he would return in a couple of weeks time to see if he would get better conditions. He had seen enough to know that he was very keen to try the sport out.

Shortly after he left we got a break in the rain. Rahul Bagchi took off in GVF to see how the lighter glider would fare in the limited lift. With very strong NW upper wind he was unfortunately only able to find sink, and was soon descending through the strong shear back onto the runway. Around the same time, Jonathan Pote took a very high tow in GLX, releasing in front of the cloud front and having what he described as a very enjoyable descent back to the hangar. Before we were even able to get his glider under cover the rains arrived, and for 20 mins or so we all took cover, with most of us in the hangar, and Rudolph Struyck sheltering/trapped in the caravan out on the field. As the rain started to ease, we took the opportunity to get things packed away. The rain never really stopped so most of us got soaked. However, once inside we managed to dry off the fleet [and much of the caravan!], before breaking out the lemonades and sitting round to talk about the day's adventures. This went on for rather longer than usual as the rain pounded down outside. Eventually there was a brief break, during which time everyone took the opportunity to escape to the carpark and depart. Overall a fun day, although sadly not a lot of gliding.

SUNDAY *Instructor Steve Wallace writes:*

Sunday's forecast was for light winds initially from the north west and rising to 10 -15kts later in the afternoon, clearing clouds and no thermals. Well the wind was right but the sky had already cleared first thing. We had a lovely blue start to the day with thermals appearing under cu's that built up from about 11am onwards. The thermals at times weren't bad at all but mostly were a bit tricky and gusty but nobody was complaining as things were way better than anybody thought they would be.



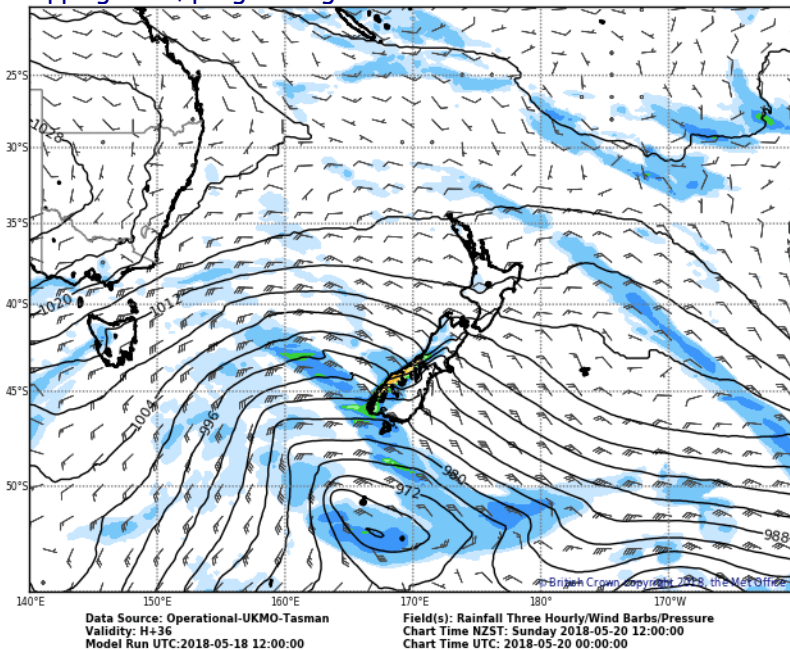
Our flying day got underway at 11.20am shortly after the departure of an Aussie C-17 Globemaster. First up was a couple of fun flights for my son Fraser and his friend Josh. On the first flight we were paid a flying overhead visit by young Campbell McIver from Drury in a Cessna 172 full of other gliding types. I assume this meant that Drury was a bit too wet for them to fly from and they were looking for other ways to commit aviation.

It was then into the serious training flights for the day with Geoff Leyland and Matt Moran getting back into it after a few weeks off, then Clare

Dickson, Simon Hey and Melody-Anne Grant. On the solo front Roy Whitby aired MP, Rahul Bagchi did a couple in VF, Joseph Dickson did a solo in MW, Tony Prentice took his trust stead BD up and Jonathan Pote did his last ever PIC flight in LX. After 48 years of solo flying Jonathan has decided to retire his wings and continue on in P2 mode.

13 flights for the day and once all was packed away Jonathan kindly shouted us all a celebratory refreshment and regaled us with stories of motor car launches off cliffs back in old blighty. So yet another busy and mild late autumns day flying. No sign of winter so far. Fingers crossed.

Towie Derry Belcher adds his thoughts..... The midday wx forecast for Sunday looked promising when I checked the Metservice app on Saturday evening, and proved to be fairly accurate, with the wind straight down runway 26 (for a change), with very pleasant flying conditions rather than the usual musical chairs of swapping ends, progressing to cross-wind and turbulence I'd become used to expecting.



Not a lot of interest to fly was evident to begin with at 09:30 but by the time the doors were opened we seemed to have the numbers to get going. Someone did mention leaving the single seaters in the hangar but this is a bad idea if the day is looking promising, as people come out of the woodwork often by around 11:00, then need to rally help to extract them... Magically, all the gliders were out and on the flight line in short order. Great to see.

Jeff Leyland had checked the towplane's fuel stock and raced off to get the canisters filled while I preflighted and dried the accumulated water out of inside of RDW from Saturday's aquatic activities.

No fish were found but even the AFM (Aircraft Flight Manual) was sodden!.. At least the seat was dry.

First flight with Fraser's friend Josh and Steve W got away around 11:25 but was almost aborted at takeoff with possible water in the pitot / static lines giving a very low airspeed, but this cleared just as I was about to pull the power and the tow proceeded uneventfully.

We flew 13 flights, including a tow to 4000 feet for Jonathan Pote in GLX as a final flight for him in this glider. GLX is changing hands to the Dickson family so will continue to grace the skies around Whenuapai. Rahul Bagchi, Roy Whitby, and Tony Prentice flew VF, MP, and BD, in that order with Rahul getting much better at staying up on his second flight in VF.

All in all a great day with everything going like clockwork thanks to all the helpers.

QUEENS BIRTHDAY WEEKEND

There is to be a significant parachute exercise at Whenuapai between the 1st and the 5th of June. This event is not compatible with our operations. As this period includes Queens birthday weekend need to do something else.

We are planning to go fly out of Drury. This means we will need to derig all of our club gliders including MW. The towplane is going to Parakai next week for maintenance so we will not be able to aerotow MW to Drury. This needs to happen this Sunday. We will ground tow it all to Drury on Saturday 2 June and bring it back on Monday 4 June. The towplane will go to Parakai on this Sunday for its 100hr and will do a Parakai - Drury run the following Saturday, (and, woohooo, I am towpilot).

To aid with decision making here we need an indication of numbers so....club members please reply with yes or no and likely days.

ONCE WAS A PILOT: ADIEU *Jonathan Pote hangs up his Captain's hat*

I can remember when once I used to fly as 'Pilot-in-Command', which sounds very important. I remember it like it was only yesterday - in fact it was the day before.

There comes a time when it is wise to stop, and far better to do it deliberately than just let your BFR expire,

then look back in the logbook and see that your last PiC flight was just an unremarkable slide back to ground level after release. Last weekend was my last chance to glide for several months, so it was a good time to hang up the parachute. But how?

Saturday dawned with a chance of 'plan A', to tow to 4000' amidst big cumuli and drift down thoughtfully. Ruan gave me a great tow: We passed cloud base around 2000' and curved gently right around a very large and complex cumulus formation. He matched the flightpath to ascend up a valley until at 4000' I was 'in the mountains', still in sight of ground but only to the west. As I released, he curved away steeply down another valley and through the gap towards Whenuapai. Oh for a camera.



I followed, much more sedately, until I also was in a gap between two huge cumuli where I could at last maneuver freely in clear air. It really was High Flight:

"And danced the skies on laughter-silvered wings:
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air"

John Gillespie Magee was dead before anyone else read those words, but they are immortal.

Once below cloud base, it was all sink so very soon my Rhönsegler (Swallow of the Rhön Mountains) and I came to rest beside the hanger. It was over. Or was it?

In fact Sunday looked better - much the same cloud formations, but none of the torrential rain we suffered on Saturday. Another 'last flight'? Why not?

Derry very kindly fitted his GoPro inside the canopy, and then another long haul to 4000'. There followed a repeat of Saturday, this time with a spin thrown in so as to retire with my head held high (against a few 'g'). This time, once below cloud base at 3000' I could exploit some patchy and difficult lift, so filling in the blank of yesterday's flight.

Then once again, a final (really) lovely soft and short touch-down that the Ka-6 hands out to even people like me, and it really was all over. On the way home, for the first time ever, I missed the turning into my drive. Yes, it is time to quit whilst ahead.

So that is it - 464 launches over 51 years, from T-31 to Ka-6 via Duo-discus and many others. Endless assistance of so many of the Gliding Community around the World, and hopefully a little given back.

Adieu

Jonathan Pote 22nd May 2018

Duty Roster For May, Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Comment
May	26	S FOREMAN	R BURNS	P THORPE	
	27	G LEYLAND	L PAGE	C ROOK	
Queens Birthday	2	J DICKSON	I WOODFIELD	G LAKE	No Flying at WP
	3	B MOORE	S WALLACE	D BELCHER	No Flying at WP
	4	I O'KEEFE	L PAGE	P THORPE	No Flying at WP
June	9	M MORAN	R CARSWELL	R HEYNIKE	
	10	T O'ROURKE	I WOODFIELD	F MCKENZIE	
	16	R BAGCHI	R BURNS	R CARSWELL	
	17	J POTE	P THORPE	C ROOK	
	23	T PRENTICE	S WALLACE	G LAKE	
	24	R WHITBY	L PAGE	D BELCHER	
	30	C DICKSON	R CARSWELL	R HEYNIKE	
Jul	1	I BURR	R BURNS	C ROOK	