

WARM AIR 27 Oct 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: Rex Carswell

Duty Pilot: Tony Prentice

Sunday

Instructing: Rex Carswell

Towing: Graham Lake

Duty Pilot Roy Whitby

MEMBERS NEWS

MATAMATA. People's impressions

Lionel Page was Saturday's instructor..... Arrived a little late at the field at 8.30am to find a full team already well underway preparing aircraft. Finally all ready by 9.30 and with a smooth take off - we did a left turn out and headed down the harbour on track to Matamata.



Kazik Jasica did the flight with only a little input from the rear seat to give him an occasional break.

A fairly uneventful tow, however finding the field did prove to be more difficult than anticipated for Kazik. (A normal occurrence for those that have not flown into Matamata before.)

Once we had landed we waited for the singles to arrive and the waiting crew duly put the wings on and had them ready in fairly short order (I was too busy herding unhappy daughters around - sorting out accommodation.) (It was a very quiet and peaceful drive down in Lionel's car. The girls barely spoke and remained plugged in the whole way).



First up was Ian O'Keefe and I to take GMP for a very short flight. Next was Graham Lake for his BFR which he did nicely. A long landing for Rahul Bagchi and we got ready for the superb dinner put on my Piako - THANK YOU.

A brilliant day - and a huge thank you to Jonathan Pote for maintaining the books.

Peter Thorpe was Saturday's transit towpilot Sunday's instructor and Sunday evening's Aerobatic ground course instructor.....I was tow pilot for the trip to Matamata so that Derry could take his own glider down by road while Jonathan Pote drove my vehicle with VF in tow. RDW was being used to give a B cat instructor a rating but we were promised they would be finished by 0900 and so it turned out. Lionel Page and Kazik Jasica

were flying in MW so they prepared the glider and we briefed the numerous frequency changes required between WP and MA while we topped up the fuel. We donned our life jackets and launched at 0920 into a light westerly breeze with clear skies ahead. A very pleasant 1 hr 11min flight down the harbour to Musik Point - Orere Point - Ngatea - MA with just a little bit of cloud at 2500ft which we ducked under near the swamp but otherwise an easy and pleasant flight. I then passed towing duties to Derry and helped rig the gliders and attended a briefing on local rules from Julian Mason. Later in the day I took an hour's flight in MP just to enjoy the local soaring conditions. In the evening about 30 of us enjoyed a grand dinner organised by Genny Healey and Steven Care.



On Sunday I was duty instructor on a nice flying day but we did not have many customers for the Twin so it was a leisurely start with Rahul Bagchi wanting a local area check and we spent an hour thermalling up to 3000ft without difficulty, finishing with a couple of wing overs and a loop. Private owners did plenty of flying and Lionel and Ivor both took young siblings for a flight. Fish and chips in the Club rooms was the order for tea as I wanted to start an aerobatics ground course at 1900. We nearly made it and once the projector was persuaded to behave the sessions commenced. There was rather a lot of info to cover in two hours especially after a busy flying day for some of us (Warm Air is quite good at sleeping while sitting up). By common agreement we also sat the examination and most people passed, including Warm Air, so it was worth the effort.

On Monday Ray Burns took me up for my BFR on another lovely flying day but not many club members were there to fly MW. We packed up around 1600hrs and I headed to WP with VF in tow at 1700hrs. Jonathan drove Thomas O'Rourke's vehicle towing MP so that Thomas could fly back in MW. Traffic was surprisingly light and it took me 2hrs 20 to get to WP so home by 2000hrs.



Jonathan Pote.....Matamata 2018 was the best in years, certainly in terms of weather and conviviality. Genny Healey provided us with an excellent meal on the Saturday, whilst Peter Thorpe's presentation on Aerobatic training on the Sunday gave much food for thought in an easily digestible way. Roll on the barrel roles. It was also great to spend time with ex-members Genny Healey (who provided the meal) and Andy Mackay (who now flies 'KK from Matamata), and helped a lot with our de-rigging session.



The ridge worked well on Saturday, and I personally was delighted to record Ray setting off on the first launch in his K6, only coming home to roost over four hours later just three minutes before the last Club aircraft. He did not quite equal the sum of everyone else's time, nor does the age of ZK-GBU quite equal the age of the other gliders in total, but both figures were not far off. Vintage victorious: Congratulations, Ray.

If I have a disappointment, it is that so few of the more recent members attended; there's was a great loss.

Ivor Woodfield was Monday's instructorFollowing two days of light westerlies that had supported ridge flying to some extent, Monday dawned slightly overcast with very light easterly winds. It was clear the ridge would not be working although there was potential for thermal development during the day. People were out preparing gliders from quite early, although there was very little other activity much before mid morning.



Piako got their winch out and set operations up on runway 10, and were soon launching people into the circuit. Around lunchtime the cloud cover started to burn off, and some evidence for lift began to appear.

At 1300 Tony Prentice took our first launch of the day behind RDW. He released into a likely looking area downwind of the field but was unable to find sufficient lift and sadly was soon back in the circuit.

Next away was Dave Todd in GBZ. He released into the same area, which by then had developed a little more, and was able to get away, eventually getting 75 minutes of mainly local flying.

Derry Belcher then launched in GMR, and again managed to get established and away, finally achieving the longest flight of the day.

At 1400, Andrew Fletcher launched in GMW for a local area familiarisation flight. Releasing just west of the field into a reasonable looking sky, he spent the next 30 mins or so flying around the area exploring various

patches of lift and generally having a good flight. Then, trying to push a little to the north east, a promising cloud turned out to have no usable lift under it, and we were soon joining back into the circuit, closely followed by another couple of local gliders who had similarly run out of lift. While we were away, Ray Burns had taken GBU up for a final flight of the weekend, also achieving nearly 45 minutes.

As soon as Ray landed, he started working with Peter Thorpe on Peter's BFR. At the same time it was agreed that no other club members wanted to fly, and so while Peter and Ray were away in GMW we started de-rigging the club singles and packing up for the journey back to Auckland.



Around 1700 everything was packed away and we were ready to depart. The two singles were being towed back in their trailers, while Thomas O'Rourke and I were being towed back to Auckland by Graham Lake behind RDW. We launched into a clear and calm sky and were soon at 2500' heading north. Apart from a couple of steep descents the journey back was pleasant and uneventful, and we were able to enjoy the spectacular scenery on offer. By the time we came over Auckland the evening sun was right in our face, casting some interesting shadows over the scene. The wind was light and from the NW, so we opted to release from RDW and land on runway 26.



Graham, Thomas and I packed GMW and RDW into the hangar and tidied up a few bits and pieces, before Graham dropped me at home to collect my car. By the time I returned to the field, Peter Thorpe had arrived with one of the singles and much of the club equipment, which was duly all packed away.

Thomas and I then sat for a while and watched a quite spectacular sunset, which was quite rewarding. Just as the sun fully set, Jonathan Pote appeared with Thomas's vehicle and our other single, which was duly parked up alongside the hangar. Everything safely back and packed away just before 2100. Following a quick call to Base Ops to confirm we were all safely home, I locked up and returned the key. All in all a good weekend of flying different places and meeting up with many old gliding friends.



Thomas O'Rourke did the Transit flight back home.

I won the opportunity to be aero towed back to WP. There was stiff competition for it I assure you. Honest! Grateful to Jonathon Pote for towing MP back for me even though he was hindered by trailer sway at anything approaching 90Kph. Took up the practical task of looking at the maps to get all the radio frequencies (6) required in order for when we moved into different airspace. Good exercise to do as you also had to make certain you had the



height limits.



It was a glorious day to fly. The flight took 69 minutes with a fairly constant airspeed indicated at 85knts. Rigged with our life jackets on, Ivor and I set off with Graham Lake towing. Ten - 15 minutes into the flight, somewhere over Springdale, Graham did an unannounced slow, deceptive decent, no doubt connived by Ivor and he to test my ability to "notice and respond" correctly. Duly noted and responded with airbrakes opened and the decent was achieved although I was rusty enough not to get it perfect... that time. (Errr no, Graham was playing with his map and lost concentration. RDW requires she be flown the whole time).



There was a huge amount of opportunity to refine not only decent skills but also slack rope corrections using adverse yaw with slight rudder. There was a lot of tight thermals that we went through which meant constant vigilance. Best roller coaster ride ever!

Ivor Woodfield had a relaxed flight in the back seat taking amazingly detailed 24Mp photo's of the Hauraki Gulf, and AK city. We also enjoyed the opportunity to discuss land-out scenarios.

We landed at 1801hrs at WP to fickle winds that told Graham lies. He landed

08, advised us to land 26, and on finals advised us we would have a tail wind. By the time we landed the windsock had creaked around so we landed into wind.

Put the birds to bed, had a beer whilst we waited for the VF and MP trailers to arrive. Ivor and I watched a glorious sunset which perfectly signed off three great days flying at Matamata.



Tony Prentice.....Ray Burns and I rigged but nobody else came before Saturday, Four flights, 2forgettable,2 good, including one on ridge

Rahul Bagchi..... On Saturday, I had a very pleasant and useful area familiarisation instructional flight with Lionel who kindly accommodated my flight request although it was past 4.30 pm.

On Sunday morning I took another flight with Peter Thorpe in preparation to go on my own after that. After about 20 minutes of flight we were getting ready to join, when unexpectedly we found reasonable lift and were well established in it without much effort.



Within minutes we were close to the cloud base. With lots of height to spare, I did HASELL checks and carried out a couple of stalls. Peter had better idea to use the spare height, took control and carried out a couple of wingovers and loop. After the great fun, we headed back to join, because MW was past 60 minutes duration and others were waiting for it.

LX NAV LX 8000/9000 TRAINING SESSION

Pat Driessen wrote: The Auckland Gliding Club is hosting a training session on the LX NAV LX8000/LX9000 gliding computers. Martyn Cook will give the presentation. All welcome.



For LX Nav, LX 8000/9000 users and others. Seminar on its use and operation by Martyn Cook. Sunday evening 28th October at 1800 Auckland Gliding Club.

Duty Roster For Oct, Nov, Dec 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	27	T PRENTICE	R BURNS	R CARSWELL	
	28	R WHITBY	R CARSWELL	G LAKE	
Nov	3	C DICKSON	S WALLACE	R HEYNIKE	
	4	A FLETCHER	L PAGE	F MCKENZIE	
	10	S HAY	I WOODFIELD	G LAKE	40 Sqn ATC
	11	T THOMPSON	P THORPE	D BELCHER	
	17	K BHASHYAM	R BURNS	P THORPE	
	18	R STRUYCK	R CARSWELL	G LAKE	
	24	K JASICA	L PAGE	C ROOK	
	25	G LEYLAND	I WOODFIELD	R HEYNIKE	
Dec	1	J DICKSON	R CARSWELL	R HEYNIKE	
	2	B MOORE	P THORPE	D BELCHER	
	8	I O'KEEFE	S WALLACE	R CARSWELL	
	9	M MORAN	L PAGE	G LAKE	
	15	T O'ROURKE	R BURNS	C ROOK	
	16	R BAGCHI	I WOODFIELD	F MCKENZIE	
	22	J POTE	R CARSWELL	F MCKENZIE	
	23	T PRENTICE	P THORPE	D BELCHER	