

WARM AIR 15 Dec 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: Andrew Williams

Duty Pilot: Thomas O'Rourke

Sunday

Instructing: Ivor Woodfield

Towing: Fletcher McKenzie

Duty Pilot: Rahul Bagchi

MEMBERS NEWS

SATURDAY *Instructor Steve Wallace reports*

With Saturday being the first decent weather in a while I was expecting it to be relatively busy flying wise and it was. 12 flights in all on a mostly blue day that didn't really get good, thermal and cloud wise, until quite late in the day when the strong inversion broke up a little bit after lots of heating.

New member Craig B had a couple of good training flights and John Restall had a couple of BFR readiness flights. Kazic Jasica had a refresher flight after being away for a while and potential new member flights included Cyril from just across the road and Kazic's



friend Andrew. We also had Philip Dunlop, a current navigator on the Orions and former Drury club member out for a fly. Philip is keen to get back into gliding after a four year break while training and overseas. VF, BD and MP were all given airings by Andrew Fletcher, Tony Prentice and Roy Whitby respectively. Last flight of the day was 1630 before all was packed away ready for Sunday.

Towie Andrew Williams adds his take on the day..... This weekend was much better for gliding than last week, though (spoiler alert) it wasn't until later in the day that it really started working. It seemed to start off promising on the first tow with

Steve Wallace and Craig. We found a couple of bursts of lift on the way out over Riverhead. Unfortunately they vanished almost immediately, and over the next half a dozen flights including a couple of trial flights and some club regulars we struggled to find any lift at all.

Later on Craig went up again with Steve and this time there were some puffs of cumulus between Riverhead and Kumeu and they turned out to be productive. Having felt some good lift I sped back to land with the good news but the team had already put most of the singles back in the hangar and were happily enjoying the sunshine. However, MP was still out, Roy Whitby hadn't flown yet and he was feeling lucky. We towed out to the same place and he found the lift and stayed in it for a flight of just over half an hour. The lift held for the rest of the day, so John Restall and Phil Dunlop each got some decent flights too - John for his BFR and Phil doing a famil in MW as he has done a fair bit of flying at Drury. There was a great moment after releasing Steve and Phil and doing a descending turn I passed below and behind them with the sun nicely lighting their glider from behind me which would have made a great photo if I'd had the camera ready for it. Hopefully next time!

The day was made extra entertaining by all the police cars, fire engines and trucks doing rides for the Base Children's Christmas Party on the other runway. The tower came on for a couple of hours or so for a Seasprite to do a flight and the police helicopter made a visit over Whenuapai for a couple of minutes too. All in all, a busy and interesting day.

SUNDAY *Instructor Lionel Page takes up the crayons*

Well what a day. Arrive early - but not early enough for Graham Lake and Ray Burns, who had opened up and started getting things ready. The ATC cadets arrived and things got underway with lots of members attending to help out - to note Roy Whitby spent the day corralling the cadets and keeping things running smoothly.



Neville Swan maintained the books and others gave a hand as needed. Graham Lake selflessly towed us in RDW. (someone had to do it)

The sky fortunately only provided a bumpy ride with very little usable lift, while the wind varied from straight down the vector to a solid cross at a solid 15 to 20 knots. GMW and GNW spent most of the morning doing ATC flights with a few brief pauses for the departure of a Seasprite and its later return, as well as a Boeing



757 arrival. Around midday Chris Pote, Jonathan's son, arrived in G-GBNZ (a 100hp Eurofox (having very recently completed a UK to NZ trip in it) and gave the cadets (and club members) a very inspirational and

entertaining talk on the trip. Abby then also gave a very interesting talk to the cadets about making choices while they are young enough.

After the midday entertainment, we continued taking cadets for flights while Chris took our club members for flights in GBNZ. Issy Burr took Abby for a flight in GMW and demonstrated a beautiful sideslip to land on the spot. VERY WELL DONE ISSY. She then took her brother for a flight after I had the pleasure to take one of our newer students, Troy, for a flight. He is demonstrating a natural ability to take to the skies.



Finished the day by de-rigging GMW for its trip down to Matamata for the ATC camp there. Lots of chiefs as normal - but eventually she was suitably installed in her trailer.

We then retired to the hangar for a refreshing beverage while being regaled by Chris and Abby which went on much longer than normal until the calls from various partners and parents prompted urgent departures - all locked up by about 7pm. What a brilliant day with so much happening. A very special thank you to Chris and Abby - really enjoyed the visit. (As I am sure our members and cadet did

as well.) As always a big thank you to the club members that made things happen and kept us flying right through the day.

Towie Graham Lake adds his bit:

A day that had promise that came to nothing except turbulence. We hosted ATC cadets from 40 Squadron and it is always a pleasure to have these young folk around. They all seemed to enjoy their day. An early start got us going reasonably early, a good thing too as we were blessed when Jonathan Pote's son, Chris (Wing Commander Chris Pote, RAF strike pilot and instructor) brought his Eurofox G-GBNZ over accompanied by his copilot for the last legs, Officer Cadet Abby McGill, of Yorkshire University Air Squadron.

It was good having the cadets with us and we had time to stop flying as we got to hear Chris and Abby talk of the adventure and of their futures. Abby, especially was able to give good words on choices and opportunities. Aircraft of the Eurofox/FK9 class are very much main stream and very reliable with few unpleasant characteristics but it is still an



extraordinary effort to have flown half way round the world behind one engine. They spent the rest of the afternoon with us, giving folks a ride in the Eurofox, Abby got to come on a tow with me and then a glider flight with Izzy. Izzy pulled off a pearler of a sideslip on her landing approach finishing with a very nice spot landing. What a show off. Izzy took her brother on a glider flight with mother Amanda in the towplane. After drop off we rendezvoused (not too close) for some air to air shots before landing.

Chris got to fly the towplane, climb at 54kts he was told.....he had a big smile at top of climb. I got a short flight in the Eurofox and very nice it is too. Easy to fly although I declined the opportunity to do the landing. It's been five years since I last flew a tail dragger and there was a turbulent crosswind. Chris got it back at 50 ft, 50 knots just as he asked.

Many thanks to the cadets who stayed around to help us



derig MW ready for the ATC camp at Matamata and to kindly clean RDW while I went flying in the Eurofox. Well done and thank you. 13 tows for the day. Regrettably I had to go as commanded by the Dragon, we had a 'do' to attend. I missed the debrief with Chris and Abby. 13 Launches for a good day.

CHRISTMAS FLYING

We intend to fly through the Christmas Holiday Period. The Model club have their big flying 26 December and will be using 08/26 grass. If this day is inclement then 27th is their alternate day. We will not be flying while they are on 08/26.

As per previous years the rules will be that if anyone wants to fly on a given day they will need to contact the duty instructor no later than 1000 so that we don't end up hanging about doing nothing on these days.

For the week between the 7th and 11th, the base will be business as usual but have little flying planned so they have graciously allowed us to fly. HOWEVER, we will need to tell them the night before,



so that message will also go out to the troops.



ROSTER - DEC 18

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	8	K JASICA	S WALLACE	BELCHER/WILLIAMS	
	9	T THOMPSON	L PAGE	G LAKE	40 SQN ATC
	15	T O'ROURKE	R BURNS	A WILLIAMS	
	16	R BAGCHI	I WOODFIELD	F MCKENZIE	
	22	T PRENTICE	R CARSWELL	F MCKENZIE	
	23	J POTE	P THORPE	D BELCHER	