

WARM AIR 22 Dec 18

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: Fletcher McKenzie	
	Duty Pilot: Tony Prentice	
Sunday	Instructing: Peter Thorpe	
	Towing: Derry Belcher	
	Duty Pilot Jonathan Pote	

MEMBERS NEWS

SATURDAY *His CFIness Ray Burns opens the tale*

As mentioned a week or two ago, last week was the ATC National Gliding Course. Thanks to all those who helped get the twin into the trailer on Sunday. I got to Matamata about 9pm and we were straight into it on Monday morning.



Some of us got to go to the Dining in for Chris Pote and Abby McGill. We scrubbed up pretty good and it was a nice evening

There were 23 students of which 11 went solo by week's end. I had four very fine young people to teach and I managed to get two solo and another one ready to go straight after lunch on Friday. But while we were waiting the skies opened and that curtailed the rest of the flying.

I parked the glider on base on Friday evening and got up bright and early on Saturday to tow it around to the field. Lionel Page, Ivor Woodfield, Ian O'Keefe, and both Andrews (Fletcher and Williams) turned up soon afterwards and we managed to have the wings on in quite short order.

Lionel had very kindly offered to manage the fort while I went to my Son's brown belt Karate grading between 10:30 and 12:00. (He passed,

after having seven shades of snot kicked out of him by the examining black belt - who politely declined my offer to help with said kicking). (A teenager perhaps, around 14/15???)

The sky looked very good but held little. Tony Prentice and Andrew Fletcher both launched in PW5's. Lionel flew with Thomas O'Rourke and Kazik Jasica. He also flew a friend. Chris Pote came back over with his Eurofox and did some more tiki-touring with some of us lucky ones (Me being one - quite an experience. There is something to be said for military fast jet training). We ended the day with me flying two family relatives from Scotland who were both just delighted with the experience. John was later heard to comment that it was one thing ticked off the bucket list he didn't even know was on it. There was quite a rain storm approaching from the west and had been slowly making its way east for about three hours, the Nor'Easter slowing its progress. I watched it getting ever closer from the air and managed to land with just enough time to get MW in the Hangar before the heavens opened on us.

Lionel Page adds to the tale Arrived to find Ray Burns already well underway - having prepared for the rigging of *GMW* as much as he could. With just the two of us, we discussed instructor matters until more manpower arrived and the re-rigging of *GMW* could start in earnest.



Eventually *GMW* as extricated from her trailer and the heavy lifting began. She went together fairly painlessly except for some minor swearing by yours truly when everything was in place but she would still not go together. Not sure of it helped but she finally give up and went together shortly afterwards.

Ray then excused himself and we set off to the 08 end of the field. First up was Thomas to refresh himself what flying was all about. I then took a friend for a flight to 2500ft by when she got a little quite - I thought it best to return lickity split. She was quite happy with the flight as it turned out.

A bit of an attempted soaring flight with Kazik and the nice landing and I handed back over to Ray who had just returned from a sortie with Chris in *GBNZ*. I returned home in the hope of earning a few brownie points (to no avail).

Towie Andrew Williams version: I arrived to find a team putting a wing on *GMW*, so got to see what is involved with that before getting the tow plane ready for the day. We set up on 08 and there were small puffs of cloud over Herald Island, widespread cloud over Riverhead and not much in between. Lionel and Thomas were first up and we found some lift immediately over Herald Island and stayed at that end of the runway. Tony was next and he found the lift was cycling fairly quickly. There was a decent northeasterly so it was having an effect. The next couple of flights were Lionel taking up Carla for a trial flight then Andrew Fletcher in *VF*. Conditions were much the same, and then when Lionel and Kazic went up later we tried Herald Island and followed all the clouds but couldn't find any lift at all, sorry!

A rain shower had been lurking to the northwest for much of the day and it began approaching but we had time for Ray to do a couple of trial flights. With the rain clouds coming there was some good lift. The sky was very interesting with the dark grey clouds to the northwest but sunny, skies with only a few small clouds in the direction of the city. There was some great lift out of it though and we got to 2500ft and back in seven minutes. I landed through the edge of the shower and landed long to taxi down to the hangar as that was the last flight. I landed a bit longer than I expected to and after parking up outside the hangar Andrew Fletcher came over to help clean the tow plane (which had helpfully been waterblasted by the rain shower). He noticed the wind sock was now showing a tailwind on 08. It was probably the downdrafts from the shower pushing out and away from it, and I had probably landed with the tailwind which contributed to the long landing run. Something to be aware of in those king of conditions, and really in general, checking the windsock should be part of your pre-landing checks on a day like that. I jumped on the radio and let Ray know the wind had

changed, so he landed on 26 right at the junction with the hangar. We then managed to get all the aircraft away seconds before the rain shower hit and started bucketing down. Perfect timing! After the shower passed it was still nice and sunny, and a good end to the Saturday afternoon.

Chris Pote and his co-pilot Abby were there too with G-GBNZ and did some scenics nearby for a couple of members before they had to take the Eurofox to North Shore to be packed up for shipping back to the UK. The expedition is quite an achievement, covering that distance in a couple of months and meant some long days of pre-flight planning, flying and then finding a place to stay, etc on arrival at the next location before doing it again the next day. It was interesting that he found there was little point booking accommodation in advance because he could not guarantee arriving on the right day, so he ended up having to find accommodation after landing each day. Sounds like a lot of work! It was also nice to see what is almost a tailwheel version of RDW that had flown across the world. Congratulations to him and the team.



SUNDAY *Instructor Ivor Woodfield does the honours*

From the start the day looked good for gliding. Blue sky and lots of tall white clouds. It was just forecast to get very warm, which it did.

We had a very light east to north-east breeze, so we once they had been checked, we took GMW and GMP down to the 08 end and got set up. The tow pilot had been slightly delayed, so by the time he brought RDW to join us we were all set up and ready to fly.

First away was Roy Whitby in GMP, followed by Kazik Jasica who needed to get a no-instrument flight signed off. Throughout the flight he had good height and speed judgement, with a well flown circuit and nice landing.

Andrew Fletcher in the meantime was busy rigging GBU with Ray Burns and was looking forward to getting up in what looked like good Ka6 conditions. Tony Prentice took off in his PW5, GBD, for what would be a flight of well over an hour, and then Andrew was off in GBU, followed by Lionel Page in GMW who was taking someone up for their first flight in a glider. Then it was the turn of Rahul Bagchi to test out the sky in a single, taking GMP for what would be a quite brief excursion west of the field.



I then went up with Kazik Jasica to explore the feeling of a low level release, letting go of the towplane just east of the field and making a good safe return onto 026, and successfully completing a final A certificate task prior to being able to fly solo. As soon as we were back at the caravan, Graham Lake launched in GIV. He would go on to complete a flight of over 2 hours in nice but very warm conditions. (after he had installed the chassis back on his trailer.)



Next away was Kazik again, this time going off with Ray Burns for a final pre-solo check flight. Once he landed it was Craig's turn. Having only completed a few flights so far, it was a good opportunity to get up and consolidate some basic flying manoeuvres while also getting in some good thermalling exercises. Craig did almost all the flying and handled the glider very well. While we were away Kishan Bhashyam headed up in GMP, catching some good lift and managing a flight of almost an hour.

As soon as we landed it was time for Kazik to take his first solo. After settling in, he was away for a great 20 min flight, and demonstrating an excellent landing to finish. Congratulations Kazik on a good first solo. The last flight in the twin was a trail flight for Jelle Van Vvet, who lives very close to the field and was excited to see his neighbourhood from the air. He very much enjoyed the experience, including a bit of time on the controls, and certainly seems very interested in doing more gliding. At the same time, Ray Burns was up in GBU for the final flight of the day. Overall we managed a total of 14 glider flights for the day, some people managing to find lots of lift. Longest flight of the day was done by Andrew Fletcher in GBU who managed over 3 and a half hours in only his second time in a Ka6. Well done to Andrew, and congratulations one again to Kazik Jasica on completing his first solo.



Towie Fletcher McKenzie left this report (He's the one driving) What a great day, Sunday flying, towing gliders into awesome lift, hanging with my girls and

friends from Germany coming to have a look at a typical New Zealand weekend.... My last day to tow of a very wet year - this weekend I was hoping it was not going to be such a day. Upon arriving I saw activity and there were several cars parked. Driving to the hangar, with my two girls in the back of the car. I said good morning to the team and I heard the term, "lift" - who hoo I thought. Reading my notes followed by a detailed pre flight inspection and check of fuel. I taxied RDW in front of the first glider. There was some



wind, but down the runway grass 26.

At 11:18, I was airborne with our first tow, GMP with Roy W, with lots of lift we climbed to 2000 feet. A quick flight back and 6 minutes later we were on the ground. Immediately lining up with GMW behind me, and once again with good lift on the climb, we released. BD was next, and then another 12 tows in front of me, in between changing runways. We were busy! Before the final landing I took some friends from Germany up and then one of my daughters wanted a spin, we then tidied up RDW, cleaning around 106,000 bugs from her. A great day towing, and looking forward to more summer days. Bring it on.

G-GBNZ WRAP UP Jonathan Pote writes:

Jonathan The G-GBNZ RAF 100 Expedition is over - successfully completed. There were times when it nearly foundered, due to bureaucracy or weather, but they made it to New Zealand and a wonderful welcome that continued as long as they stayed - and indeed after. Along the route, innumerable people assisted them and eased their passage. Personal thanks are heading their way. Many friends were made.

In emailing over one hundred people with updates and future plans as things constantly changed, I know I have taxed a lot of people's patience, left out people who really should have been included, and emailed a few who had no idea what I was talking about. My aim was to prevent anybody saying "I wish I had known that earlier", but I know I failed a few. Sorry.

Since they have been here, I have learnt something: Previously I had thought that Chris flew a Tornado. Now I know he IS a Tornado; never stopping (en route is was a 20 hour day, half flying, half 'the rest' - bureaucracy, planning, weather forecasts, etc etc). Whilst he was here, I found it exhausting. "Where are we late for next?" was a frequent question, but overall he, Rachel, Gats, Emma and Abby have done over thirty presentations to young people about their venture and the importance of STEM (Science, Technology, Engineering and Mathematics) when they make decisions at a young age about options to follow. They also publicised the plight of the Rohingya refugees. A photo taken from the Eurofox on a chance overflight of a massive refugee camp hit the World News feed two days after being posted on their Facebook page.

When I have completed stress therapy (early in the New Year) I intend to email most of you individually. To the many of you I said "I'll send that document/article or whatever on to you": I am not surprised, nor should you be, that I have forgotten most if not all of my offers. Please remind me and I shall try to honour my promises.

The expedition is over, but there is still much material to come. I shall try to garner as much as I can from the various sources and put it all on the 'Wings over New Zealand' thread below. Likewise, Chris and Abby's presentation at RNZAF Whenuapai was filmed, and this should appear on the WONZ forum, along with a telephone interview of Chris by Dave Homewood. The closing chapter will be in *New Zealand Aviation News* at the end of January/early February.

Thanks for all your support. And please do not forget the charities they support, the link to which will close soon.

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 are short of towpilots. If you can get an Instructor and

Towie you will need to do this the day before as we will need to tell Base Ops the night before, so that message will also go out to the troops.



XMAS Duty Roster

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	27		L PAGE	A WILLIAMS	
	28		R BURNS	P THORPE	
	29		P THORPE	R CARSWELL	
	30		R CARSWELL	D BELCHER	
	31		L PAGE	G LAKE	
Jan	2		I WOODFIELD	A WILLIAMS	
	3		R BURNS	P THORPE	
	4		P THORPE	R CARSWELL	
	5		R CARSWELL	R HEYNIKE	
	6		L PAGE	A WILLIAMS	

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jan	11	R BAGCHI	I WOODFIELD	R HEYNIKE	
	12	T PRENTICE	R BURNS	A WILLIAMS	
Jan	19	R WHITBY	I WOODFIELD	A WILLIAMS	
	20	I BURR	R CARSWELL	P THORPE	
Anniversary	26	S HAY	L PAGE	R CARSWELL	
	27	T THOMPSON	I WOODFIELD	R HEYNIKE	
	28	K BHASHYAM	R BURNS	G LAKE	
	2	G LEYLAND	R CARSWELL	F MCKENZIE	
	3	I O'KEEFE	P THORPE	D BELCHER	
Waitangi	6	M MORAN	L PAGE	A WILLIAMS	
	9	T O'ROURKE	I WOODFIELD	R CARSWELL	
	10	R BAGCHI	R BURNS	P THORPE	
	16	T PRENTICE	S WALLACE	G LAKE	
	17	R WHITBY	R CARSWELL	F MCKENZIE	
	23	I BURR	L PAGE	D BELCHER	
	24	S HAY	P THORPE	A WILLIAMS	
Mar	2	T THOMPSON	I WOODFIELD	R HEYNIKE	
	3	K BHASHYAM	R BURNS	R CARSWELL	
	9	G LEYLAND	S WALLACE	G LAKE	
	10	I O'KEEFE	R CARSWELL	P THORPE	
	16	M MORAN	L PAGE	F MCKENZIE	
	17	T O'ROURKE	P THORPE	D BELCHER	
	23	R BAGCHI	I WOODFIELD	A WILLIAMS	
	24	T PRENTICE	R BURNS	R CARSWELL	
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	