

WARM AIR 16 Mar 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

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Saturday

Instructing: Lionel Page

Bank Acct 38-9014-0625483-000

Towing: Graham Lake

Duty Pilot: Simon Hay

Sunday

Instructing: Peter Thorpe

Towing: Derry Belcher

Duty Pilot: Thomas O'Rourke

MEMBERS NEWS

SATURDAY *Towie Graham Lake reports on an exciting day*

When I rocked up at the gate visibility thru the rain did not extend an awful lot beyond the tower.....which was on duty. Two Sea Sprites were up and about. Every now and then they appeared through the rain. I had not been there long when Andrew Fletcher came along. We sat and chatted and eventually concluded we were wasting our time that could be better spent earning brownie points. We called it a day and went home.

SUNDAY *Instructor (and slow taxi driver) Rex Carswell has a story*

With Saturday's weather preventing any gliding activity I was relieved to see the blue skies of summer hadn't abandoned us yet. I arrived at the gate to see Kazik Jasica already there - I figured he would be seeking his first flight in the PW5 today. Conditions were looking pretty good.

We immediately set about extracting the tractors, then aircraft, as the usual bevy rocked up.

First launch got away soon after 11am - a 1000ft check circuit with Kazik to confirm he was ready to fly the PW5. All good - a new briefing issued - and he was cleared to go.

By midday, there was a scattering of light cumulous clouds showing. This was looking good as Oliver Fletcher and I launched just to the north of the airfield and released into lift at 2000ft. Within a matter of minutes we reported from 2700ft. A flurry of launches then followed - Kishan Bhashyam in GMP - Kazik in the PW5 (GVF) - Andrew Fletcher in GBU - and Tony Prentice in GBD. In the meantime Oliver was gaining familiarity with handling the twin. However, we couldn't maintain our altitude



and slowly descended to the circuit. We achieved 23 minutes. In short order, some of the singles were returning as the white fluffies evaporated. Tony, with 29 minutes, achieved the longest duration of the single seaters.

Geoff Thompson was still keen to see what we could glean from the meagre lift, so off we went with a heap of hope, and no promises. Geoff flew the whole sortie with my input being suggestions of how to better manage weak conditions. We think the team effort worked - a satisfying 31 minutes - longest flight of the day - all below the 2000ft release altitude. In the meantime, Brendan Moore launched in GVF - achieved 19 minutes. Final flight was another with Oliver in the twin. He was introduced to handling experience during the tow on the previous flight. He capitalised on this second flight - flying most of the tow. Good progress Oliver.

The day ended with nine launches in total. Let's congratulate Kazik for his conversion to the PW5 - well done Kazik!

*Towie Peter Thorpe adds some details.....*The weather looked quite promising and all the gliders were out of the hangar by the time I rocked up at 1000. The Auckland ATIS had the surface wind as 190/14 but at WP it was more SW and not as strong. We set up on 26 and duty instructor Rex Carswell was airborne at 1118 with Kazik Jasica in MW for a dual check prior to his first solo in the PW5. Neville Swan was manning the books in the caravan and a good bunch of members appeared with hopeful looks in their eyes. Second up with Rex was Oliver Fletcher and then followed a steady stream of singles without my being able to shut down. Kishan Bashyam in MP, Kazik in VF, Andrew Fletcher in BU, Tony Prentice in BD, followed by Rex and Geoff Thompson in MW and then Brendan Moore in VF. None of the singles stayed up for long so nobody was keen to try again and the last launch was at 1423 with Rex and Oliver again. The tow plane was showing an over voltage warning so at 1500 I launched to take it up to Parakai for some tlc from Bryn Lockie. Only took me 14 minutes but my taxi back in the shape of Rex got snarled in Kumeu Show traffic so the trip back to WP took a whole lot longer by which time everyone else had gone home. Nine glider launches for the day.

HEADING SOUTH FOR A WHILE *Ian and Pat Williams took a wee trip in the Dimona (thanks for sharing)*

Late last month, my wife Pat and I planned a trip in the Dimona motorglider to Omarama and back. This trip had been discussed for some time and while not admitting the bucket list as a reality, we did it anyway. So below is a brief story.

The expedition actually began on Monday 14 Jan when my wife Pat flew to Christchurch to spend some time with our son Nick. The weather was a bit dodgy plus I had to do some work in Whakatane so Tuesday I set off to Whakatane. The flight to the Kaimai's was OK but a lot of low cloud and a bit of rain around Whakatane. Job done and the next day I planned to fly Whakatane to Papawai, then on to Rangiora.

Airborne around lunch time and good weather, I tracked almost directly to Papawai passing just to the west of Galatea and Murupara and east of the Rotorua control zone.. There is not a lot of safe landing spots around there unless you were happy to land amongst pine trees. However no problem over the Rangitiki plains. At this stage I was cruising along around 90 Kts at 5500 feet and routed around the east side of the Kawaka range (5600 feet) to head directly down to Papawai. Keeping to the eastern side of the Ruahine's. All went well and dropped down the 4500 feet the get under the bit of Ohakea airspace that protrudes into the Wairapa. Then overhead Masterton to Papawai, landing on the upper terrace.

Was met by Martyn Cooke, who very helpfully organised 35L of fuel. We had a cup of tea in Greytown then back into the air to Rangiora. The Wellington control zone has a 15NM radial protruding into Cook Strait. The upper limit when inside that radial is 1500 feet, and outside is 2500 feet, I decided the best option would be to stick close the 15NM radial (but outside it) and remain at 2500 feet. It is a weird feeling crossing Lake Ferry then tracking east with the south Island off to the West. However I did request a radar following across the strait with Wellington Approach which did give some security. There is quite a bit of water to fly over and after about 40 min approached the South Island some 20NM south of Cape Campbell but remained out to sea (but within gliding distance of land though) Once clear of the Wellington, I

began climbing to around 8500 feet and crossed Kaikoura, then inland, descending in stages to keep below the Christchurch control zones to Rangiora, arriving in the late afternoon.

A couple of days later, with another 40L of fuel on board, Pat and I set off to Ashburton then on the Timaru. The wind had picked up so the trip was a bit lumpy. 2 more days in Timaru and we set off to the final objective ... Omarama. When I was in the Air Force, it was the only place to go for many summers. Ie when the Woods family owned the Pub and the avgas fuel pump was at the end of a short strip behind the pub. ...and we were all young and stupid. We flew through the McKenzie pass and across to the strip at Twizel to check up on Chris Rudge with his big red biplane. (I knew his parents as they were active in the Aviation Sports Club at Ohakea in the 70's) Landing was not a major problem but getting airborne was a bit tricky. The wind was at least 20Kts directly across the strip so a bit of fancy footwork needed there. However was worth it as we were able to soar up to the top of the Benmore range which was starting to bring back memories of yesteryear. Omarama was no problem as the airfield was almost into wind.



Heading South ... The Rakia river... A bit lumpy



Twizel strip ..was blowing quite hard.. note the bent tussocks McKenzie pass in background



Finally Photographic proof we have been there

That day was our 42nd wedding anniversary so an interesting celebration dinner at the Omarama pub. The other flash places seemed shut. Omarama is quite a different place than it was 45 years ago. The next day we did some flying around the local area which was just great. The wind was still blowing its pants off so we had a good climb to 7000 plus feet behind Omarama then back to the Benmore range. Then headed east down the Waitaki river. At one stage we were throttled back, indicating 60Kts airspeed while the GPS was indicating in excess of 120Kts groundspeed. I was surprised to see just how big the Hakatamea valley was. (McCaw country) We descended into the Waihaorunga area west of Waimate to check out my brothers farm, then low level back to Rangiora. Still a strong South wester so was a bit lumpy again.



Omarama looking towards Lake Pukaki ...

A couple of days in Christchurch including experiencing a classic Southerly front passing through where the temperature dropped in excess of 20 degrees in less than half an hour. Back to Rangiora and 40L of fuel then off to Nelson. I planned to route via Hamner to St Arnaud then to Nelson. Once clear of the Christchurch terminal area we climbed to 9000 feet basically because the cloud cover was about 5/8 and I wanted to keep well clear of the hard pointy bits. We flew over Lake Tennyson (which is the start of the Clarence river) Then on to St Arnaud where we descended down to remain clear of Nelson TCA. However I did make one mistake ... crossing the main divide, and not really thinking we at one point were at 10500 feet. Of course the Max altitude before the TMA is 9500 feet. And I had the transponder on 1300. So ... as we approached Nelson I was asked if we were a Motorglider. ... well yes So arriving at Nelson I had a

conversation with a nice lady from Airways .. at their request. However no real issue. It was my mistake and if I had called them a clearance above 9500 feet would have been approved. Something I really didn't think of as I did a lot of prep work regarding control zones, MBZ areas , frequencies etc but didn't expect to exceed 10,000 feet. The Dimona is quite sensitive in pitch so if you are not concentrating it is so easy to drop or climb 500 feet. We did have to hold east of Nelson for about 20 min as 3 IFR approaches were completed, then our turn so 100Kts plus initial approach then over the fence.



Hamner Springs Note the cloud level



Crossing to St Arnaud still climbing



Approach into Nelson (before the fire)



Wide right base into Paraparaumu



Another right base to Centennial Park



Pat ready to cross the strait from Nelson

I had a small job in Nelson which was duly completed then back into the air heading to Paraparaumu. We were cleared for a Boulder departure (prep work again is invaluable) so headed north towards French Pass. The weather at that stage was very hazy but cleared up as we approached the Strait. We headed directly to Kapti Island and descended a right base landing to the South at PP. A \$17.00 taxi ride the railway station, but a free trip to Tawa on the train (thanks Winston). Next day and another 45L of expensive avgas (we normally use 95 octane mogas) we set off to Centennial Park Taupo, then to Drury.

Leaving PP and heading North does involve a lot of MBZ's and CFZ's etc and again prep work does make it a lot easier. Plus the Low level route past Ohakea does include a danger area which is sometimes active. However the Wangaehu river mouth is the western boundary of Ohakea so once passed you can hang a right turn and begin climbing ... but initially only to 3500 feet unless a controlled VFR clearance from Ohakea Approach. We carried on passing Raetihi and Ohakune into the central Plateau (another MBZ) then on to Centennial Park. The Vintage Gliders were packing up so it was great to see the vintage blokes as well (Derry B), plus a Taupo Gliding Club Coffee (Thanks Tom)

Then back to Drury. The visibility was reducing the closer we got to Drury (Haze, not because it was getting dark) but the air was so smooth that flying along was just like being on a magic carpet. We landed at Drury reasonably late, so stopped the engine about 10K out and slipped on to the strip as quiet as a mouse.

The Total trip was 18 hours total flying time, average cruise engine on is 90 Kts at 12 to 14 L/Hr depending on the power setting.

I know a lot of you pure glider pilots will say that the Dimona is cheating a bit with the engine to do a trip like this ... and you are right. However it actually is a surprisingly good Glider with very good low speed stability. It has the same V () speeds as a Libelle. It does thermal very well, and has a "proper "Glider" feel

(tho does come down a bit faster). I believe that these aircraft could provide an excellent support to assist glider pilot training ... ie paddock selection , flying in control zones and even thermal identification and training and circuit experience.

It was sooooo cool

Ian and Pat Williams

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Mar	2	T THOMPSON	I WOODFIELD	R HEYNIKE	
	3	K BHASHYAM	L PAGE	R CARSWELL	
	9	G LEYLAND	S WALLACE	G LAKE	
	10	I O'KEEFE	R CARSWELL	P THORPE	
	16	M MORAN	L PAGE	G LAKE	
	17	T O'ROURKE	P THORPE	D BELCHER	
	23	R BAGCHI	I WOODFIELD	A WILLIAMS	ATC Cadets 40 SQN
	24	T PRENTICE	S WALLACE	R CARSWELL	ATC Cadets 40 SQN
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	