

WARM AIR 21 Nov 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Steve Wallace

Bank Acct 38-9014-0625483-000

Towing: Derry Belcher

Duty Pilot Geoff Leyland

Sunday

Instructing: Lionel Page

Towing: Fletcher McKenzie

Duty Pilot Ian O'Keefe

**SATURDAY WE HAVE ATC CADETS - EARLY START AND HELPERS PLEASE
MEMBERS NEWS**

SATURDAY *Instructor Andrew Fletcher writes a good story*

The day kicked off early with Rex Carswell doing his BFR in the tow plane, while this was going on the glider DI's were completed and the launch point set up at the 26 end of the runway vector. By this time the wind had swung around and was now favouring 08. I made the decision to change ends knowing that at some stage the wind would return to a south westerly.

We got three launches away before the inevitable return to the 26 end, my first flight was with Emelio.



We did our best to soar but the day had not quite got going and ended up on the ground after 20 mins.

Next up was Kevin, a friend of Roy Whitby's, here for a trial flight. By now the day was developing well and we soared for around 40 mins climbing to 4000 feet for a nice scenic flight with Kevin cutting his teeth on the controls.

Jeremy was next for his second flight so effects of controls was completed with Jeremy doing most of the flying, well done Jeremy we had a very respectable 38 minutes.

Alex took the controls for the next sortie and it was a goodie, we climbed straight away to 4000 feet and got into the stalling that we had briefed earlier. With lots covered and learned we returned to earth after 43 minutes of stalling and spinning, great fun!

Matt Moran took Dad for a flight which gave me a rest and a chance to brief Matthew. We launched but the day was now dying and we only got 15 minutes, however we did get time to cover some basics, my last flight was with Geoff and was much the same as Matthew's at 14 minutes.

While all this was going on the pundits took to the air Ray Burns in GKT, Matt Moran in GMP, Tony Pentice in GBD and Kishan Bhashyam in GMP. Ray and Matt heading north for a cross country adventure, fantastic stuff guys I hear it was booming up there. Longest flight time wise goes to Tony Pentice at 2hrs 3 mins,

however the longest flight distance wise goes to Ray Burns heading well north of Spring Hill closely followed by Matt Moran.

A great day for early in the season!

*Towie Peter Thorpe continues.....*Rex Carswell needed to use DSM for a BFR so I made a supreme effort to get to the field early only to find that Andrew Fletcher had beaten me to it so we had plenty of time to chew the fat and help get gliders out while DSM was away. It arrived back low on fuel so Gus Cabre and I went and filled up by which time the gliders were set up on 08 and first flight by GNF was soon airborne. Gus did all the flying as part of his "learning how to be a tow pilot" training while I sat and watched and offered the occasional bit of advice (that's my story anyway). The tower was on watch and the airwaves were extremely busy making it hard to focus on lookout and positioning while being bombarded with radio messages from all and sundry. At some stage the predicted wind shift happened and we decamped to the 26 end for the remainder of the day. The yellow tractor was playing up so a team of Neville Swan, Roy Whitby, Lionel Page and other hangers-on spent some time dismantling and cleaning the carburettor, all to no avail, but a very hot coil gave a clue to where the problem may lie and a hint for the team on Sunday. The eleventh and last flight was close to the 1800hr close down time after which Gus and I did another refuel to ensure the Sunday crowd would have plenty of gas for the expected early start for cadets.

SUNDAY *Instructor Ivor Woodfield gets stuck in.....wait... no he didn't, he made Izzy do all the work*

We had ATC cadets from 30 Sqn flying with us on Sunday and therefore an early start was called, so I left home around 8pm. Ray Burns had already drawn the key, and by the time I got to the field several people were already there, including Jonathan Pote who was already manning the gate.

Newly qualified instructor Izzy Burr and I were rostered to fly with the cadets, who had been scheduled to arrive in small groups throughout the day.

Overall a total of 11 cadets had been signed up.

It was also forecast to be a good cross country day, so a group of solo pilots were already rigging and getting prepared for a trip north, including Ian O'Keefe, Steve Foreman and Andrew Fletcher.

First launch was the twin GNF, with the first 30 Sqn cadet in the front

seat, taking off at 0945. It was his first flight in a glider and despite there being little available lift, and hence quite a short flight, he got some good hands on time and seemed extremely happy with the whole experience. Andrew Fletcher then went up for a flight in GMP, finishing with a short field landing practice in preparation for his forthcoming cross country attempt.



At this point the tow plane refused to start, resulting in a flat battery and some enforced down time. Ray Burns pulled the Grob 109 out of the hangar and got ready for some currency flights, in preparation

for perhaps taking some of the cadets up in that. However, after a little over half an hour, and a bit of a battery recharging, DSM was started up again and Izzy was able to get away for her first flight instructing a 30 Sqn cadet.

Three singles then launched in quick succession. Toni Thompson in GMP, Ian O'Keefe in GHS and Steve Foreman in GKP launched into a steadily improving sky, at least further to the north, and then Toni landed back so that Andrew Fletcher could take GMP off up north 'with' the other two. That would be the last we would see of any of them for well over 3 hours.

Ray Burns took one person for a flight in the motor glider GNW before needing to put it back in the hangar as he was called away.

In the meantime, Izzy and I were alternating our way through the ATC cadet flights, generally managing to give each cadet around 20 minutes in the air, including some good basic hands on time for them all, resulting in lots of happy looking cadets. Izzy also managed to fit in two instructional flights for club members, one for Connor Monaghan, who otherwise spent the entire day helping out enthusiastically with the launches, and one with new member Subra Natarajan, for whom it was his first flight.

Three other single flights also launched during the afternoon; Tony Prentice in GBD, Kris Pillai in GVF and Peter Thorpe, also in GVF.

At around 1600, GHS returned, and he was joined about 15 minutes later by GMP. Both had managed to fly well to the north before successfully returning to Whenuapai. From the later stories we heard, they had faced some challenging conditions throughout. When we went looking for GKP on BTraced, the excellent track and trace tool they were all using, we found him sitting on the runway at North Shore Airfield. Following a couple of quick phone-calls to confirm all was well, the retrieve crew of Ian and Andrew set off to bring him home.

By now it was well past 1700, and with ATC shutting us down at 1800, we still had 2 cadets to fly. I went up first and ironically found the best lift of the day just north of the field, managing to give the student some good hands on flying while still returning after 20 minutes so we could fit in a last flight. Following a rapid turn around, Izzy also was able to give the cadet a good flight, being called down by the tower with minutes to go, and rolling to a stop to end the flight at 1759. Sadly that was it for the day's flying, with some club flying needing to be rescheduled for the next available weekend.

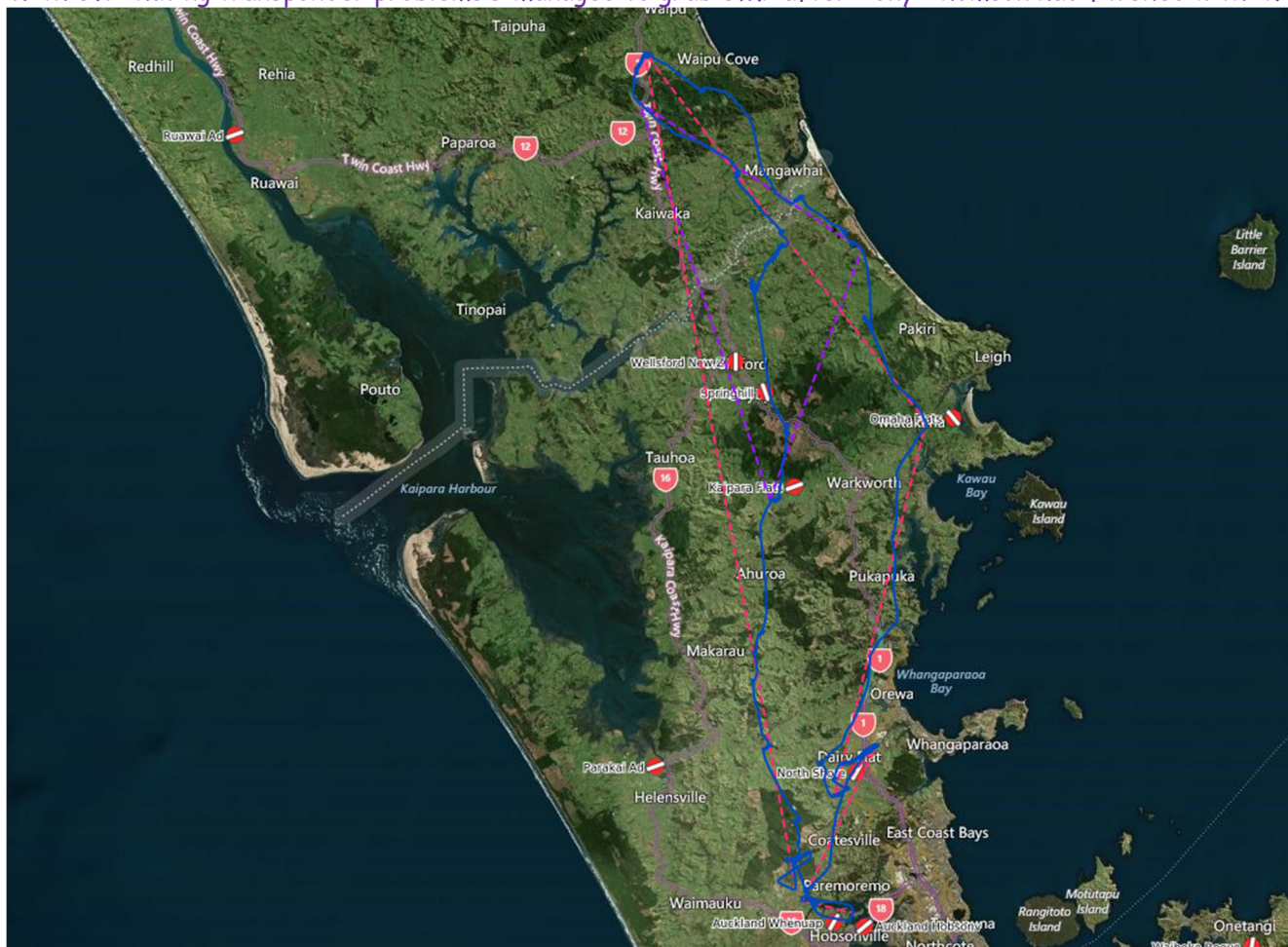
By now most people had left, although there were still enough people to ensure the twin was safely packed away, and Rex Carswell was able to give the tow plane a good clean before it too was safely tucked up in the hangar.

Craig Best, who had been on site all day but had not been able to get in any flying, Izzy and myself then settled in to wait for the three intrepid flyers who were returning from North Shore. We didn't need to wait too long before they appeared at the gate, all smiles. Of course it was important for them to regale us with stories of their journeys up country and back, so we settled in around the fridge for a while. Eventually, with stories all told we were locking up the field and I returned the keys radio to Base, who commented that at past 2000hrs it had been a long day .. indeed it had.

In total there had been 21 launches, with the last flight landing by 1800. The retrieve crew was back by around 1915. Thanks to all those who helped out throughout the day, including Toni, Craig and Connor, and special thanks to Jonathan who manned the gate throughout the day, some of which was spent gently explaining to the parents of the cadets that they would not be allowed through onto the field and needed to wait by the road, and to Neville Swan who ran the caravan and logged flights for the entire 8 or so hours we were flying, as well as successfully repairing the yellow tractor at both ends of the day.

THE BOYS WENT NORTH ON SUNDAY *Sunday layabout Andrew Fletcher gives up the story.*

With GKT having transponder problems I managed to grab GMP after Tony Thomson had finished with it.



Ian O'Keefe and Steve (Hawkeye) Foreman had already launched so I was playing catch up, thanks to Gus Cabre for the tow straight into lift. I was away, cloud base was 3500 feet at Whenuapai so as soon as I was up there I set off. A quick call to the boys revealed they were almost at Kaipara Flats. I made good progress to Kaipara then had to deviate east for the good clouds past Wellsford and north towards Leigh, Mangawhai and Waipua Cove. I got low around Waipua, below 2000 feet but managed to save myself. By this time the day was getting on a bit so we all decided to turn for home, Ian and Hawkeye were further north than me, in fact Hawkeye had final glide to Kaiakohe. The run home was good for me I picked up a convergence on the East coast it was booming. I was able to stay with it all the way to Hatfields Beach at which point I had to deviate west due airspace. Oh no, sink, 5 kts down! By the time I reached North Shore the altimeter read 2000 feet and I was no longer high enough to get home. I tried all the usual places for lift but nothing, one last try at Dairy Flat Village and if that doesn't work I will land at North Shore. A surge and the vario confirms, I manage to maintain 1000 feet for a few minutes and then the climb builds. I exit the thermal at 4000 feet and glide home.

Hawkeye having gone the furthest north encountered the same sink and landed at North Shore, Ian and I went with trailer to retrieve. Here are the stats Hawkeye in GKP 270 km, Ian in GHS 240 km and myself in GMP 194 km my longest cross country so far, thanks guys epic day out!

WE HAVE ATC CADETS THIS SATURDAY

We are hosting 30 Squadron ATC this Saturday. Can we please have an early start and some helpers.

CFI CORNER

Membership Forms.

There are still a number of membership forms outstanding. If you have not yet done so please get one filled out and sent to either Lionel or me.

GLIDING EVENTS CALENDAR 2020/21

Matamata Northern Regionals

practice 28 Nov + 7 comp days 29 Nov to 5 Dec)

Springfield Soaring Championships

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

Matamata Air Cadet Camp

- 7th - 11th December 2020

Omarama YouthGlideNZ camp

-Thu 10th Dec 2020 - Sat 19th Dec 2020

Matamata Sailplane Grand Prix (4 comp days 27 to 30 Dec)

-Sun 27th Dec 2020 - Wed 30th Dec 2020

Omarama Nationals (practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive)

-Fri 1st Jan 2021 - Sun 10th Jan 2021

Auckland Enterprise (practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive)

-Sat 16th Jan 2021 - Sat 23rd Jan 2021 @ Drury

Matamata Club Class and MSC (practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb)

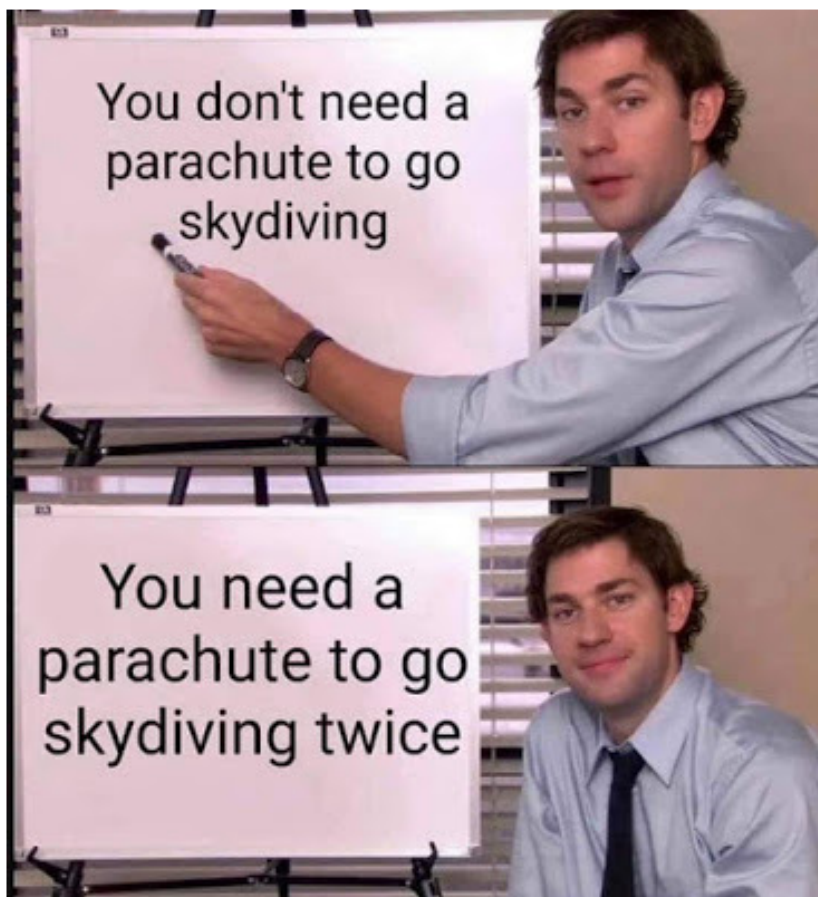
-Fri 29th Jan 2021 - Sun 7th Feb 2021

Vintage Kiwi Rally @ Te Kuiti Camp Gliding New Zealand Te Kuiti

Sat 6th Feb 2021 - Sat 13th Feb 2021 Tow plane = Fox Bat LSA

(Waipukurau) Central Districts Regionals Competition Gliding Hawkes Bay & Waipukurau Inc Waipukurau

Sat 20th Feb 2021 - Sat 27th Feb 2021



Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.

Duty Roster For Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Nov	21	G LEYLAND	S WALLACE	D BELCHER	30 SQN ATC
	22	I O'KEEFE	L PAGE	F MCKENZIE	
	28	M MORAN	A FLETCHER	R HEYNIKE	
	29	T O'ROURKE	R CARSWELL	P THORPE / G CABRE	
Dec	5	R BAGCHI	P THORPE	R CARSWELL	
	6	T PRENTICE	R BURNS	D BELCHER	
	12	R WHITBY	L PAGE	F MCKENZIE	
	13	I BURR	S WALLACE	R HEYNIKE	
	19	C DICKSON	R CARSWELL	G CABRE	
	20	K JASICA	I WOODFIELD	P THORPE	