

# WARM AIR 13 Feb 21

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday	Instructing:	Rex Carswell	Bank Acct 38-9014-0625483-000
	Towing:	Peter Thorpe	
	Duty Pilot	Roy Whitby	
Sunday	Instructing:	Andrew Fletcher	
	Towing:	Gus Cabre	
	Duty Pilot	Izzy Burr	

### MEMBERS NEWS

**SATURDAY** *Instructor Lionel finally wakes from his slumbers.....*

I stood in for Peter who was doing my duty on Sunday. Arrive early for a change and was bested by Gus already waiting at the gate.

We soon had the fleet out and DI'd. Well at least GNF was out and DI'd as well as RDW. Neville kindly extricated the caravan and trundled to O8 end. First up was Immanuel with some flying consolidation. Following him we had a trial flight and then our young crew of eager members took turns to try out the challenging lift. Seemed strong until a half turn in when it seemed to disappear. An interesting day but we still manage 42 min and 35 min respectively.

Alex then got three circuits in - first one was ok, second could have been a bit better but the third one greased on. Well done.

A quick check flight with Ian before he took Neville for a sortie which ended in a long landing. Which was well as we had packed up and were just waiting for him....

Packed away and we decided to call it quits and head home - no time for story telling or refreshments. A huge thanks to everyone for make it a great smooth day with lots of willing hands to make things happen as needed.

**SUNDAY** *Instructor Peter Thorpe strung a few words together:*

Sunday looked like a good day with a north easterly around 10 kts and several trial flights were booked. This was Gus Cabre's first full day towing so he was all ready to go by 11:00 and the first flight was Lionel Page with friend at 11:11. He managed 34 minutes and then I took a trial flight for a 30 min flight.

The sky was obviously working so Kazik Jasica launched in VF and vanished for 3.5 hours while I took a singing friend of mine for a flight. He enjoyed it but was a bit queasy and told me after that he had once spent most of a sea cruise being sea sick so I reckon I did quite well. Next up was Immanuel and although he is relatively new to gliding he was able to thermal up to 3,500ft and we were able to do some upper air exercises like stalling, steep turns, a demonstration spin and some aerobatics (we had to lose height somehow 😊).

While we were away Gus took Daisy Hagan for a local scenic flight in RDW and then Daisy and I went up to cover off the 'unable to release' exercise. The first attempt went a little awry and Gus actually waved

us off so we had to give that another try and this time all went well. A quick 1000ft circuit with Alex Michael to keep him progressing and then flights with two young sisters Rhiannon and Cassandra who were back for their second flights. They are keen to learn so both did the first lesson of orientation and effects of controls. Final flight was with Rahul Bagchi consisting of a tow to 1500ft and then a dash back to the field for a hangar landing when we even beat the tow plane down.

By that time it was 17:30 and I was a bit weary after nine instructional flights, in fact Jonathan Pote, one of our resident doctors, growled at me for not stopping sooner reminding me that Fatigue is one of the I'MSAFE headings. Point taken although I felt OK and was monitoring myself. Straight home as there were not enough members left to justify a trip up the road to the clubrooms.

### **MONDAY** *Instructor Ivor Woodfield reports*

Monday weather appeared quite benign, although with RASP showing thermal heights of 2500' max and only until early afternoon, I was not expecting many long single seater journeys. In the event only a small number of members arrived. Lionel Page immediately set about doing an excellent job of grass cutting around the hangar while Neville Swan and Kazik Jasica looked into the radio issues reported from the previous day.

Craig Best had hoped to get his first flight in GMP but sadly the radio was not going to work in that glider, so it was put back into the hangar and not flown. The problem in GNF was suspected as being the front push-to-talk, so that was worked on, and seemed to be working before too long.

With Lionel and Craig planning on spending a few hours working on their trailer build, the rest of us moved off down to the 08 end ready for some flying. First up was Alex Michael who was keen to work on improving his landings. Almost immediately it was clear that the tow would be challenging, with a fast initial climb rate and then a period of almost descent. All the while both aircraft were being buffeted about quite significantly. However, Alex coped really well, and released just over the prison ready to join back into the circuit. Having done his checks, he made a call to the tower, and when they didn't respond he tried again. No response, so I called, and it seemed clear that the radio, which had seemed to be working on the ground, was sadly not working. Alex then focussed on his landing, and as we had plenty of height he gave himself plenty of space to make a good controlled final approach. We encountered sink on the approach, which Alex managed well, and the landing was good. We went straight up for another circuit and this time tow pilot Ruan Heynike took us on a wider track, staying in slightly smoother air and getting us to a good release point. Again, Alex flew a good circuit, allowing for the greater sink encountered this time around, and again set up for a good final approach. This time there was significant sink at the field boundary, and we came in much lower, giving Alex a different approach profile which he again managed well.

Next up was Kazik in the small single seater GVF. He was ready for the tricky launch and was soon established in some lift. He was able to make use of it for a short while before it seemed to peter out and he went off in search of more. Sadly, all he could find was sink, and lots of it, and before long he was back on the ground after a flight of around 30 minutes, a great effort in the conditions.

Next up in the twin was Alex who opted for one more circuit. The conditions seemed a little smoother and again he managed the tow very well. He then planned and flew a good circuit, coping well with the significant amounts of sink we encountered this time around. His approach was really good, and despite touching down a fraction early, forcing him back up into the air for a while, he managed the landing well. Three successful flights.

Next up was Emanuel De Ridder, who has only started gliding with us in the last few weeks. As the weather seemed calmer than it had been, and Emanuel had already flown parts of previous tows, I suggested Emanuel fly the entire launch. In the event it was clear that the conditions close to the ground

were still not settled enough, and Emanuel handed the flying back to me for a few hundred feet, at which point he flew the rest of the tow very successfully. On release he went hunting for thermals, making some good choices and managing to climb in some places. There was still significant lift around, which we seemed able to find more easily, and after about 30 mins we were back in the circuit and landing. Emanuel gauged his height and position well and was well aware of the sink as it affected our approach.

A trial flight was next, for Mark who had not been in a glider before, and while I explained about the conditions and the likelihood of it being a short first flight, he was still keen to go. We took off and seemed quite comfortable in the conditions, and despite it being a short flight he was really positive about the experience and keen to come back and fly with us again soon.

Last flight of the day was for Craig, who had finished his trailer building and was keen to get into the air. He headed off in GVF while we started to pack things away, and before too long was unfortunately back in the circuit having experienced little but sink throughout the flight. Nonetheless he was happy with having gone up in such tricky conditions.

Throughout the entire day, Neville Swan had managed things on the ground, often being the only person available in the caravan, and I am indebted to Neville for having kept everything going smoothly while we were flying.

We were all packed away shortly after 1530, and with so few of us left we locked up and went home, having generally enjoyed the day.

### AUCKLAND GLIDING CLUB SMEG TASK AND GOAL WEEK *Ian O'Keefe went along.....*

Over the holiday break, Andrew Fletcher and I participated in the Auckland Gliding Club annual soaring competition. Unlike previous years this was a toned-down soaring comp due to COVID. In previous years international pilots have been invited and participated and there has been many sponsors. However, we remained very fortunate to have world class NZ soaring pilot Terry Delore and his ASH25 join the comp and SMEG continued to generously sponsor and support the event and provided some top-quality prizes.



For Andrew this was the first flying comp in NZ and in his mighty Mosquito KT. Andrew and I headed to Drury on New Year's day. We rigged and with the assistance of Russel Thorne flying the Pawnee launched into a promising sky. Although Andrew has not soared in this area before, he has flown hundreds of hours and sorties training powered pilots through the Waikato Region.

Our first flight of the year took us down pass the southern end of the Swamp into the Hauraki plains. A straightforward run with good lift. On our way back we had to tactically work our way back to Drury. The Maramarua and Mercer areas can become sinky if you are low and this can become confronting when trying to obtain a final glide and heading into the rising ground of the Bombay hills and on into Drury. But this worked out well for both of us and was a nice flight to start the year.

The 1st, 2nd and 3rd day we did not fly due to poor weather. We could have flown on day 3 as the others did, however heavy thunderstorms were reported to be building and we felt it may be a one-way trip. Others did and had some good flights and other got shot down. There were tales of heavy rain for 45 minutes and paddocks turning into muddy quagmires.

On day 4 the weather was good, and we were tasked to head to Tokoroa and get in as many miles as we could muster. There was a 20km circle around the waypoint. The conditions were not strong, and it was a somewhat tentative run along the hills adjacent SH27, with gliders converging on weak lift. It was a sight to see 6-7 gliders slowly climbing over Mt Ruru near Morrinsville. Andrew was in the thick of it and I hung back to see what was coming up or going down. I do understand some fellow competitors saying to Andrew, every time we scooted clear, you were always amongst us. The flight continued South to the township Putaruru. The sky was blue from there to Tokoroa. Some chose to press on ahead which did end in a land out and one long retrieve from Tokoroa. The rest of us hit the circle and headed back. The route back was through the centre of the Hauraki Plains and conditions improved. Good climbs to 5000ft at the Swamp made it a good run home.

Day 5 had a bit of everything in it. The waypoints were in any order Tahuna / Thames / KFC Chicken sheds with a 30km south of the Kaimai / Tauranga Road. The track here was to cross the swamp and head to Te Aroha and run along the Kaimai's. The ridge was working with thermals, but very little breeze. There was a need to lookout for Hang Gliders who were soaring along the ridge. I struggled a little on the way down and was actually quite low on the ridge. It was worst to hear that I was at 1500ft and the others were at 4000ft. However, we eventually hit the circle and headed back. Better climbs and I was at a far better altitude. Off to Thames. Andrew was steaming ahead, loving those flaps and making good progress. At Te Aroha I had a good climb and headed to Paeroa and started out to Ngatea and decided to miss Thames. The clouds had run out, the sea breeze had entered, and it was Blue ahead. Radio calls from others were indicating the sky was flat and they were getting low. I had descended to 1500ft and found glimpses of lift to stay aloft. Andrew had taken a big climb back towards Hikutai and straight lined it to Miranda. Calls were coming in now of land outs at Miranda. I finally managed to get a climb and literally back tracked to Thames. I would either land there or try to get a climb and push for Drury. I did the latter and watched several others landing out ahead. I managed to slowly and tentatively enter over the hills into Maramarua and slowly edged up to Hotel De Vin. I missed a climb and slowly descended. A land out resulted at the bottom of the Bombay's. Andrew had managed to reach and land at Mercer Airfield. So at least we were not too far from home and although we had both landed out it was a great soaring day and very satisfying.

Day 6 was a similar route. Thunderstorms and over development were expected. It was for me a bit of a struggle to get away and I was low over the Maramarua region heading out. Andrew had got away well and was surging ahead. Energy in the sky developed throughout the day. The return trip from the Golf Ball (on the Kaimai's) was good with a massive and powerful convergence over the swamp. As we entered the Maramarua area there were rain showers ahead. Andrew had encountered one of these and this unfortunately gave him a soaking and he headed into Mercer to land. I managed to reach the twin forests and was able to wait for conditions to cycle. I watched Andrew receive an aerotow retrieve and shortly after I could proceed to the Bombay's. I also encountered a shower which was heavier than I expected but was able to push through to get a climb on the other side and eventually and comfortably get home. The Auckland club did a superb job and put on a great meal on the last day and a prize giving of wonderful and generous gifts from the sponsor SMEG. Everybody went out of their way to help each other. There



were some epic flights that were done. I know Andrew had a ball and we will see him flying in more comps and undertake more cross country runs. He is good and can sniff out those thermals. We had the experiences of no wing runner launches, a mix of conditions and strategies, land outs and the pleasures of flying with many others. It was also proof that the pilot can maketh the plane and not the other way. I was reminded of this several times seeing a PW6 ahead of me several times and doing some stellar flights. So keen were Andrew and I following the official competition we flew the next day. The conditions were testy, and this found Andrew very low east of Mercer. I had managed to tentatively head towards Meremere but decided to head home. Andrew was at 1100 ft, and he, I and everyone in the air expected him to land out. However, he was fighting hard to defy gravity in a weak thermal. He would climb a bit, then sink a bit. This went on for a while. Put it this way I had time to fly back to Drury, derig my glider, have some lunch, derig another glider before the call came in he was down in one of my land out paddocks. So, what a fight and he was close to beating mother nature. We were greeted with a big smile when we retrieved him.

As I have mentioned in the past if you wish to enter a X-country comp this is a nice one to enter. You can be as competitive as you want, based on your level of experience. Great conditions, countryside and people to fly alongside and learn from. So keep it in mind for 2022.

### GLIDING EVENTS CALENDAR 2020/21

[Vintage Kiwi Rally @ Te Kuiti](#)    [Camp Gliding New Zealand Te Kuiti](#)

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

[\(Waipukarau\) Central Districts Regionals](#)    [Competition Gliding Hawkes Bay & Waipukurau Inc Waipukurau](#)

Sat 20th Feb 2021 - Sat 27th Feb 2021

### GLASFLUGEL LIBELLE 201B FOR SALE

Due to ill health, my half share in Libelle 201B ZK GIV is for sale. A 1974 model, she has done about 3100 hours since new. She has had the 3000 hour life extension program done and annuals were done in October. She has a Strong cushion parachute. She is also fitted with Oxygen but not in date.

The Libelle is easy to fly and has a good performance (Yves Gerster won the Nationals in her against much more modern ships). This is a chance to buy into a small syndicate for south of \$9K

Interested: contact Graham Lake on [gclake@pl.net](mailto:gclake@pl.net)

### TAILPIECE

*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 Feb, Mar 21

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
FEB	13	R WHITBY	R CARSWELL	P THORPE	
	14	I BURR	A FLETCHER	G CABRE	
	20	C DICKSON	P THORPE	D BELCHER	
	21	K JASICA	L PAGE	R CARSWELL	
	27	J DICKSON	I WOODFIELD	R HEYNIKE	40 SQN ATC
	28	S HAY	A FLETCHER	P THORPE	
Mar	6	K BHASHYAM	S WALLACE	F MCKENZIE	
	7	K PILLAI	R BURNS	G CABRE	
	13	G LEYLAND	P THORPE	D BELCHER	
	14	I O'KEEFE	A FLETCHER	R CARSWELL	
	20	M MORAN	R CARSWELL	R HEYNIKE	
	21	T O'ROURKE	L PAGE	F MCKENZIE	
	27	R BAGCHI	I WOODFIELD	P THORPE	30 SQN ATC
	28	T PRENTICE	S WALLACE	G CABRE	30 SQN ATC