

# WARM AIR 15 April 2022

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Friday	Instructing:	L PAGE
	Towing:	D BELCHER
	Duty Pilot	C DICKSON
Saturday	Instructing:	S WALLACE
	Towing:	R CARSWELL
	Duty Pilot	K JASICA
Sunday	Instructing:	I WOODFIELD
	Towing:	P THORPE
	Duty Pilot	J DICKSON
Monday	Instructing:	A FLETCHER
	Towing:	R CARSWELL
	Duty Pilot	S HAY

### MEMBERS NEWS

*In Warm Air this Week;*

- Club News
- Weekend Reports
- MSC Grand Prix – Dash shares his story on the last few days
- Happy Birthday RNZAF – Heritage Flight
- Roster

*Thank you for the pictures, stories and contributions from members.*

## Club News

### Easter Gliding is All Go this Weekend!!!

You will have seen a couple of email messages from me regarding Easter Flying and some ATC team members being struck by COVID.

The **Good News** is Gliding operations can proceed all Easter Weekend, Friday, Saturday, Sunday, Monday.

However, on Saturday and Sunday Air Traffic Control is only able to provide operations between the hours of 0900-1600 both days.

For Friday and Monday, ATC will operate as normal i.e. 1800hrs.

Enjoy your weekend.

### Congratulations to Club Captain Kishan & Aimee

Aimee and Kishan welcomed a gorgeous baby girl last Thursday evening. Mum and baby are well and happy, daddy is proud as punch!!

*From all of us at the club, a very big congratulations to you both and warm welcome to your new lovely girl. I am sure club members will provide a wealth of advice. Some of it may even be helpful.*



## And another big Congratulations to Ray

*A little birdie passed on the Powered Sections Newsletter*

### Look who passed his PPL flight test!

Ray Burns has achieved his PPL after a turbulent year punctuated by covid and lockdowns. Well done Ray and welcome to the dark side.

*It is understood it is only the dark side if there is no tow rope attached.*

*Well done, Ray, remember Tomahawks don't thermal well.*



## Weekend Reports

### Saturday – Steve Wallace reports on the BUZZ

A mostly blue day with a few nice convergence clouds to help things along. The day started with a nice buzz and break 08 landing from the Spitfire, Avenger and Texan formation.

Unfortunately, the spitfire after landing ended up with a flat tyre that was taxied on so needed overnight repair and couldn't leave with the rest of them at 2pm. I'm sure somebody will supply some nice photos. *(They did indeed, check them out later in the newsletter).*

5 training flights for the day in the twin. Longest was Alex with a 69 minute solo flight. Jonathan got in two flights, Shiv got baulked approaches signed off and Nick received some instruction from Izzy.

Izzy and Gus also went for a nice jaunt out to the coast in RDW while we waited for Alex to come back. RDW sure does accelerate quick on the ground and climb away steeply when there is no heavy glider to hold her back!



### Sunday – Ivor Woodfield Reports

I got to the field to find Jonathan Pote already in the car park, and a reasonable looking sky overhead. We opened up and slowly people started to arrive. Cloudbase looked low, although it was slowly rising, and the wind was very light, but just favouring the 08 end.

We got the tractor and towplane out of the hangar, and Rahul Bagchi started the pre-flight inspection of GNF together with Connor Monaghan. In the meantime, I spoke to the duty tow pilot to discover that there had been a slight mix-up, and an alternative pilot was needed. Fortunately, Rex Carswell was available and soon on his way. Once the twin was ready, we



headed to the far end of the field with it and the caravan and set up ready for flying.

First to fly would be Connor, so we spent some time briefing the flight. He had not flown for several weeks, so needed to get back into basic flying skills. We decided focus would be on the aerotow and the circuit, with hopefully some thermalling consolidation if we could find lift. As expected, Connor was a little rusty on the tow, although did manage a chunk of it. He came off tow and managed to climb us away, staying in the air for a reasonable amount of time and settling well into flying.

Once our time was up, he headed back to the field, managing a good circuit while talking to the tower and set up well for a final approach.



Next up was Rahul Bagchi, who again had not flown a glider for some time. The air was still, with very little wind, and on this occasion not a lot of lift that Rahul could find. The flight went well but was over all too soon.

Next Connor was up for a second flight. This time the control on aerotow was much better, and his flying was steadily settling down. However, with the limited lift and light conditions he only managed to get into a couple of small patches of lift before we found ourselves needing to re-join. Again, a reasonable circuit and landing.

The final flight of the day was Alex Michael flying the twin from the back seat with Ray Burns in front. They released high and managed to locate a weak convergence line that allowed them a really pleasant flight of over 45 minutes before they too were returning to the field.

No one else was wanting to fly, so everything was packed away and a small group of us headed to the clubroom for a long debrief session together with some interesting story telling. Thanks to Rex for slotting in to tow on short notice and Jonathan for looking after things on the ground, as well as providing some of the good stories.





## The Matamata Soaring Centre Grand Prix

### We pick up Andrew Fletchers experiences at the Grand Prix.

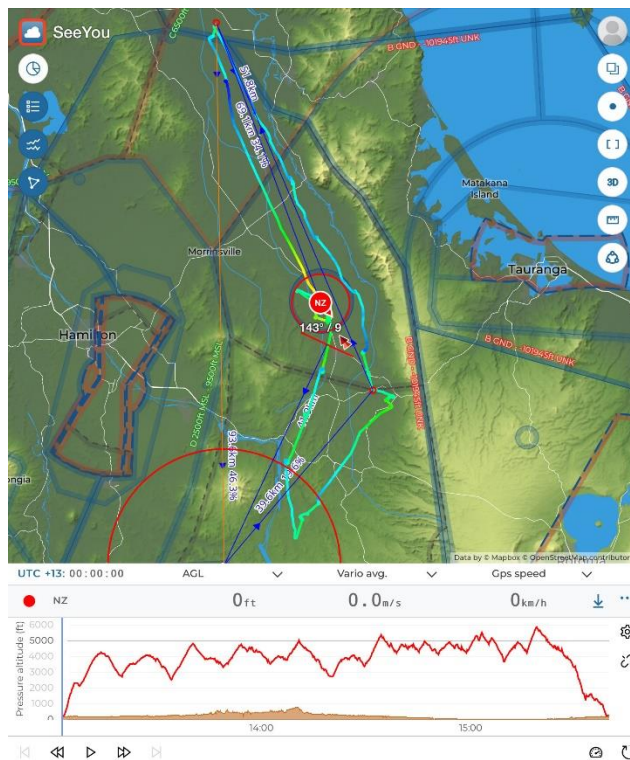
**Day 5 dawned**, the forecast was for another good day, the task setters were busy once again. Today's task went South initially to Wharepapa South then turning East to Te Poi, North to Kerepehi and finally South back to Matamata.

The climbs were good with 3 to 4 KT averages in the good thermals, I deviated into the Eastern half of the Wharepapa turn point where the sky looked better. Distance achieved I turned left and headed East to Te Poi, the sky looked good but the climbs were scrappy, difficult to centre on the lift so I pushed on towards the turn point at the base of the Kaimai ranges where the climbs were better.

After topping up to over 5000 feet and turning Te Poi I headed North towards

Kerepehi. There was a good line of cloud running down the middle of the valley, decision made I would run a more or less direct line to the next turn. I could see some gliders had opted to follow the mountains South but the middle of the valley looked good to me. It was, I stayed high all the way dolphin flying a lot of the time. Kerepehi was soon underneath me, I only needed one Stella climb and I would be on a final glide of just over 50km back to Matamata. The swamp always works right, well it did today, the best climb of the day to almost 6000 feet and I was off, it didn't take long to get home with a 110kt finish.

178 km at 89 Kph and 4th place for the day, another good one.



### Day 6, The big mistake!

Yet another good day forecast, as usual I had parked GKT on the grid before the briefing. The task was set, WALG Walton Golf club, Hiku Hikutaia, KFCS KFC Sheds, MORR Morrinsville, NZMA Matamata, 185 kms for my handicap.

Flight computers programmed; all my stuff stowed into the glider I was ready for another adventure in the sky. The clouds formed, we strapped in, the tow planes fired up and we were off. I came off tow into a nice climb to 5000 feet, conditions were clearly good!

The countdown to the start began, I was well positioned for a good start crossing the line within a handful of seconds of the start being open. OK North to Hikutaia not far from Thames, it was a good run down to Te Aroha but now the sky was overdeveloped, dark black cloud covered the sky all the way to the turn point. There was lift under it in places, but it was weak there was no sun on the ground to feed the convection. 5 km To go to the turn, I was getting low with no hope of a real climb, then a big fat rain drop hit the canopy! This is not good GKT does not perform well when the wings are wet, in fact a K6 performs better quite a bit better than a Mosquito with wet wings! Just 2 km to the turn, I was going for it, the plan to get in and out as fast as possible. I made the turn point rolled into a tight left turn at 70kts, I could feel the wings struggle to bite the air as they worked hard to hang on with the increased G during the turn, they were covered with rain drops. I rolled level headed straight for the South East edge of the swamp, the sun bathed ground beacons a few kms ahead. The swamp always works right, well it needed to this time, I was well under 2000 feet with wet wings pushing towards the sun on the ground with clouds above. It took the wings what seemed like an age to dry off once I was out of the rain. All my eggs were in one basket now, the swamp had to work, it did! A

strong climb to over 4000 feet followed shortly after by another to over 5000 feet, I was back in the game.

A long glide followed dolphin flying until south of Matamata where I needed to climb again. It wasn't easy to find another good climb eventually I scored a good one back to 4700 feet. The KFC Sheds were not far now so I got going, I managed to stay at around 4000 feet most of the way.

KFC Sheds done Morrinsville next looking for a good climb. The sky looked good, the climb came topping out at 5000 feet, I was getting close to a final glide just another good climb would probably do it. Tracking from cloud to cloud picking the best ones to circle under gave me the final glide after just two more short climbs, the macready number was good indicating a speed to fly of 90kts to the finish. I figured if I dolphined well that speed would increase. I passed a glider to my left circling to gain final glide, passed under another (a Libelle) with 3km to go to the Morrinsville turn. I knew the Libelle would not have the speed to catch me even with a 200 foot advantage once Morrinsville was turned.

Through the Morrinsville turn I put the speed up to 100kts, macready said 110kts but I would be conservative to start with. Soon I was hammering along at 110kts assured of a good finish crossing the finish line at speed at just over 1000 feet.

I lined up on runway 10 for a straight in approach, landed and rolled to a stop climbed out of the glider to discover I was the first glider back in my group all the other gliders on the ground were 18 meter machines.

It was a good feeling but with a nagging doubt, there was something wrong, it was my start. At the start the two gps computers did not agree, one crossed the start the other didn't. I was not sure what had caused it but all came to light after I put my trace in. I had programmed the wrong start point! The difference was between Walton town, code WALT and Walton golf course, code WALG. I programmed WALT it should have been WALG, I scored zero for the day.

I could have been disappointed right? but I wasn't, that day was the culmination of a weeks flying, learning each day what I needed to do to go a little bit faster. It all came together on this day, I was super pleased about that, I didn't expect to get anywhere near winning a day at my first real comp anyway. In my mind I knew I was the quickest on that day 😊

The last day of the began in the usual way, the task was South towards Taupo. It was a little shorter than some of the previous tasks so that everyone would be back in time for the big dinner.

My handicap distance was 155 kms taking me past Arapuni and Tokoroa to the only turn point of the day, then back to Matamata for the finish. I had not flown further South than Arapuni in the glider before, I knew the sort of terrain that I would need to cross to reach the turn point. The ground would rise to over 1200 feet as I approached Tokoroa and the land out options would not be as numerous as previous tasks set earlier in the comp.

I was quite apprehensive about going so far South knowing the terrain and land out options would be more limited, I told myself today would be a day of conservative flying, Staying high would be my priority.

I got a good start, tracked via the best looking clouds but it was difficult to climb above 4000 feet, the ground was rising under me, I was playing a game of survival. I took every climb to start with, Tokoroa was set in the gps as an alternate for a landout, I made sure that I could make the airfield with some height to spare. It wasn't until I was abeam Tokoroa that a really good climb came that took me to 5200 feet, life was a bit easier now, I could glide further and be more selective of the climbs I would accept.

I pushed on dolphin flying towards the turn, just a few kms short of the turn I needed to climb. I was down to 3800 feet which sounds fine until I tell you that the ground under me had an elevation of over 2000 feet. There were two strips close by so I had a good landout option if I needed it, the thermal I was working was broken and hard to centre. The valleys were steep and being baked by the sun, there was sure to be a thermal hiding here somewhere, I tried the faces in wind shadow but nothing really convincing eventuated, so I tried the windward side, that clinched it. A good climb at last to 5300 feet, round the turn point and set sail for Matamata.

Managing to stay high until North of Tokoroa then losing out a little and needing a good climb for final glide, it came with a bit of perseverance back to 5000 feet and a final glide all be it a skinny one at this stage. The sky looked good so I would be able to pick a good climb on the way for a fast finish, I didn't have to wait too long before a solid thump under the wings had me climbing for a good finish. Another good day and 4th place for the day.

What a week, I have never done so much flying in such a short space of time, below are the stats for the week.

- Total flight time 19.3 hrs
- Distance flown 1,148 km
- And to top it off 4th overall even after my big mistake. 😊

For all you young up and coming glider pilots, competition may seem a little daunting all those hot shot pilots racing around the sky etc. I can tell you it's not really like that at all, they are just there to fly and have fun doing it, they will help you when you ask for it, show you the ropes and generally find time for you. You will pick up lots of tips and tricks over a drink and dinner at the end of the day.

So, who out of you up and coming glider pilots will be with me next season?

*Thanks Dash for taking the time to share these experience. A great read and I am sure it will encourage others to have a go for the next season.*

## Heritage Flight Pictures

The RNZAF has turned 85. To celebrate its Birthday the Air Force Heritage Flight undertook a Flypast last Saturday throughout the North Island. This involved two modern Beechcraft T-6C Texans, an Avenger and Spitfire. Our FK9 RDW tried to participate but could not keep up.

Some of our members managed to capture some great pictures from the field. Thank you, Ray and Jonathan.

Happy Birthday RNZAF. Thank you for your past and ongoing service.

Checkout the following links for more pictures and stories.

[\(1\) Air Force Heritage Flight of New Zealand | Facebook](#)

[\(1\) Biggin Hill Historic Aircraft Centre, RNZAF Ohakea | Facebook](#)













## Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
Apr	2	E LEAL SCHWENKE	I WOODFIELD	P THORPE
	3	R MCMILLAN	R BURNS	R HEYNIKE
	9	A MICHAEL	A FLETCHER	G CABRE
	10	R WHITBY	S WALLACE	F MCKENZIE
Easter	15	C DICKSON	L PAGE	D BELCHER
	16	K JASICA	S WALLACE	R CARSWELL
	17	J DICKSON	I WOODFIELD	P THORPE
	18	S HAY	A FLETCHER	R CARSWELL
Anzac Weekend	23	R BAGCHI	S WALLACE	G CABRE
	24	T O'ROURKE	R BURNS	P THORPE
		M MORAN	L PAGE	R HEYNIKE
	30	I O'KEEFE	P THORPE	R CARSWELL
May	1	K PILLAI	A FLETCHER	D BELCHER

	7	K BHASHYAM	I WOODFIELD	F MCKENZIE
	8	T PRENTICE	S WALLACE	P EICHLER
	14	C BEST	R BURNS	G CABRE
	15	E LEAL SCHWENKE	L PAGE	P THORPE
	21	R MCMILLAN	P THORPE	R HEYNIKE
	22	A MICHAEL	A FLETCHER	P EICHLER
	28	R WHITBY	I WOODFIELD	D BELCHER
	29	C DICKSON	S WALLACE	F MCKENZIE
Queens Birthday	4	K JASICA	R BURNS	R CARSWELL
	5	J DICKSON	L PAGE	G CABRE
	6	S HAY	P THORPE	D BELCHER
	11	R BAGCHI	A FLETCHER	P THORPE
	12	T O'ROURKE	I WOODFIELD	P EICHLER
	18	M MORAN	R BURNS	D BELCHER
	19	I O'KEEFE	S WALLACE	F MCKENZIE
Matariki	24	K PILLAI	L PAGE	R CARSWELL
	25	K BHASHYAM	P THORPE	R HEYNIKE
	26	T PRENTICE	A FLETCHER	P EICHLER