

WARM AIR 11 May 13

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 021 745 433 www.ascgliding.org
Saturday.	Instructing: Peter Coveney Towing: Craig Rook Duty Pilot: Kit Boyes
Sunday.	Instructing: Steve Wallace Towing: Rex Carswell Duty Pilot: Steve Foreman

MEMBERS NEWS

SATURDAY *Instructor Peter Thorpe does the first bit.,could be the only bit if Rex does not do his part.*

The weather forecast was terrible and Rex, the duty tow pilot, rang me at 0900 to suggest it was all bad looking towards Rangitoto and he did not think flying was a goer. The sky was looking quite good at my house so I said I would go the airfield and see who turned up. I did so but did not draw the key to find that Jonathan and Tony were waiting at the gate. After talking a while, Roy arrived followed by new member Kit Boyes and it was felt that, as the sky had lots of blue in it, I should get the key and open up. So off to BOPS I went, drew a radio and the keys, and by the time I got back the cloud base was down to about 1000ft and was almost totally covering the sky. We never-the-less opened up the hangar and showed Kit the gliders and chatted a bit. Neville arrived to check a faulty volt meter in VF (some ham fisted pilot has again released the tow release knob so that it smashed the volt meter - I guess cockpit ergonomics would suggest we relocate the meter). Then the rain arrived so we went home. Rex was quite correct.

SUNDAY *Towie Craig Rook starts off*

Saturday I got a message asking me to tow on Sunday, "cause I'm too sick to fly", when I called him back he was out sailing, where are your priorities Mr Lake? *Let me explain. One bit of the acronym IM SAFE is Illness...and I had a cold so not safe to fly and Mr Rook is always up for some freebies. Sailing, on the other hand, promised to offer "sailing beverages".....OK, OK Rum and Coke, I am reliably informed by my sailing mates that Rum and Coke is medicinal. No Problem and priorities duly abserved.*

Sunday forecast was squally rain and thunderstorms with Towering CBs, so I slept in. Got a call from Dave at 0940, saying its all go. After a small delay waiting for the Herc to take off, we got the first flight away around 10:30 for a 1000ft circuit.

For the second flight a rain band approached as we attempted to take off in drizzle, but acceleration was poor, so aborted takeoff 3/4 down 26.

We started to pack up just before 11, then the rain disappeared and the sun came out. We got two more flights in, then I noticed a large black rain band approaching from the NW, and this was confirmed on the rain radar. So we packed up at 12 while everything was dry, the rain started to pelt down just as we drove home. 3 Flights for the day. *(Awwwwwww, not 25???)*

Instructor Dave Todd adds to the story..Sunday was forecast for thunderstorms and squalls but at 9.30. I arrived to calm conditions and even some blue sky. Thanks to Jonathan Pote and Ray Burns the caravan was on the grid and MW DI'd.

Ray briefed Nathan Graves for circuit and out of position work and went for the first flight.

Then a Rain band came through resulting in an aborted takeoff for Ben Mawhinnie on flight 2.

This passed so flight 3 was Ben up again with HASELL, Sprial Dive and Circuits exercises.

There were a further 3-4 people there for flights but we only got one more in with Nathan again bashing the circuit.

By then a big rain front was approaching and we decided to pack up leaving the airfield as the rain started

Finished by 1.00pm

YOUTH GLIDE

Gliders, check. Towplane, Check. Towie check, when he eventually got out of bed. Instructor and helpers, check. Our youth members, check. Weather not check. Sorry guys.

Jim Wallwork

Jim Wallwork, who has died aged 93, was the pilot of the first glider to land in the coup-de-main on the bridges across the river Orne and the Caen Canal; catapulted through the Perspex canopy on touching down, he was able to claim to be the first Allied soldier to set foot on French soil during the D-Day landings.



Jim Wallwork

<http://www.telegraph.co.uk/news/obituaries/military-obituaries/army-obituaries/9941097/Jim-Wallwork.html>

5:37PM GMT 19 Mar 2013

Just before midnight on June 5 1944, six Horsa gliders were towed to the French coast, each carrying men of Major John Howard's D Company of the 2nd Battalion Ox & Bucks Light Infantry. Bearing rifles, Sten and Bren guns, mortars and grenades, and with their faces blackened with burned cork or coke, they had been entrusted with capturing the key bridges near Ranville to prevent German reinforcements reaching the landing beaches further west.

The gliders were towed by Halifax bombers above the clouds to 6,000ft. There was a relaxed atmosphere as the troops sang and joked, but this stopped abruptly as each glider was released from the tug within sight of the French coast. Wallwork was flying the lead glider, and he saw the twin waterways in the moonlight as he descended. He flew a perfect circuit to land within a few yards of the well-defended bridge, later to become known as Pegasus Bridge. Within a minute, two more gliders had landed alongside Wallwork's, which had its nose buried in an embankment.

Wallwork was injured when he was thrown from the glider and, although concussed, he carried ammunition forward to Howard's troops, who had advanced on the bridge, overcoming resistance from machine-gun pits and slit trenches, and storming underground bunkers. Despite strong opposition, they held the bridge until relieved some hours later by Lord Lovat and his commandos. Wallwork was later repatriated to England, where he recovered from his injuries.

The precise flying of the glider pilots had been remarkable, and Air Chief Marshal Sir Trafford Leigh-Mallory observed: "It was one of the most outstanding flying achievements of the war." Wallwork was awarded an immediate DFM.

The son of a First World War artillery sergeant, James Harley Wallwork was born at Salford on October 21 1919 and educated at the local grammar school. He joined the Army just before the outbreak of war, but after being refused permission to transfer to the RAF he volunteered to serve in the new Glider Pilot Regiment. After training, he left for North Africa.

On the night of July 8/9 1943, Wallwork flew one of the 137 gliders on Operation Husky, the invasion of Sicily. Unusually high winds, ill-trained tug aircraft crews and poor navigation led to the force being widely scattered; many gliders landed in the sea, and there was heavy loss of life. Wallwork just managed to make his landing zone, where he was met by heavy enemy fire.

He remained in Italy with the 1st Airborne Division until later in the year, when he returned to England for intensive training for the D-Day landings. His was one of eight crews selected for the "special mission" to capture the bridges near Caen.

After returning to his regiment, Wallwork flew on the ill-fated landings at Arnhem before converting to the much bigger glider, the Hamilcar. During Operation Varsity, the airborne landings on the Rhine, he took a 17-pounder anti-tank gun and its crew to the east bank of the river.

Wallwork had the extremely rare, possibly unique, distinction of flying a glider on the four major Allied airborne landings: Sicily, Normandy, Arnhem and the Rhine. At the end of the war he left the Army as a staff sergeant, and in 1957 emigrated to British Columbia, where he worked for a supply business before running a small livestock farm east of Vancouver.

In later life Wallwork attended reunions at Pegasus Bridge, including one in 2004 when the Prince of Wales unveiled a replica Horsa glider at the site.

Jim Wallwork married Dorothy Colgate in 1945. He married, secondly, Genevieve O'Donnell, who survives him with two daughters of his first marriage. Another son, whom he named Howard in honour of the Pegasus bridge assault, died in childhood.

Jim Wallwork, born October 21 1919, died January 24 2013

WARM AIR

ROSTER BELOW

DUTY ROSTER FOR MAY, JUNE, JULY 2013 final

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
MAY	4	am pm	T Printice -	P Thorpe -	R Carswell -	
	5	am pm	K Bhashyam -	D Todd -	G Lake -	YOUTH GLIDE
	11	am pm	K Boyes	P Coveney	C Rook	
	12	am pm	S Foreman	S Wallace	R Carswell	
	18	am pm	D Foxcroft	I Woodfield	P Thorpe	
	19	am pm	N Graves	L Page	M Oliver	5 SQN ATC
	25	am pm	D Grey	R Burns	R Carswell	
	26	am pm	C Hall	I Woodfield	R Bookes	
JUNE	1	am pm	G Healey	R Carswell	G Lake	
	2	am pm	B Hocking	P Thorpe	C Rook	YOUTH GLIDE
QUEENS BIRTHDAY	3	am pm	B Mawhinney	S Wallace	P Thorpe	
	8	am pm	E McPherson	P Coveney	M Oliver	
	9	am pm	I O'Keefe	D Todd	G Lake	5 SQN ATC
	15	am pm	T O'Rourke	L Page	R Carswell	
	16	am pm	K Pillai	R Burns	R Brookes	
	22	am pm	R Pitt	R Carswell	C Rook	
	23	am pm	J Pote	P Thorpe	M Oliver	
	29	am pm	M Belcher	S Wallace	P Thorpe	
	30	am pm	G Rosenfeldt	R Burns	R Brookes	
JULY	6	am pm	J Rosenfeldt	P Coveney	R Carswell	
	7	am pm	R Struyck	I Woodfield	G Lake	YOUTH GLIDE
	13	am pm	R Thomson	L Page	C Rook	
	14	am pm	M Belcher	D Todd	M Oliver	
	20	am pm	K Bhashyam	R Carswell	P Thorpe	
	21	am pm	K Boyes	S Wallace	R Brookes	5 SQN ATC
	27	am pm	S Foreman	P Thorpe	G Lake	
	28	am pm	D Foxcroft	R Burns	R Carswell	