

# WARM AIR 14 Mar 15

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>	
Saturday	Instructing: Ivor Woodfield Towing: Rex Carswell Duty Pilot: Genny Healey	Bank Acct 38-9014-0625483-000
Sunday	Instructing: Rex Carswell Towing: Peter Thorpe Duty Pilot: Ben Hocking	

**We will need to derig on Sunday ready for our Drury trip.  
MEMBERS NEWS**

**SATURDAY** *Towie Fletcher McKenzie got to the crayons first*

Thinking I was a little late, but knowing usually nothing happens before 10:30am I pull into the car park. A full carpark....? To my amazement I see the caravan set up with a number of people and a glider. I see Roy looking at me... I start to think, oh boy I am really late....

I say good morning to Roy and he said "you really think you may get some flying in today?", simitanously I look closer at the glider and see it is a powered glider. I knew the ATC had one and as Roy informed me, 'well I don't think we may get much flying in but the ATC guys are here'. Roy went onto to say there were three members who were here but they will not be flying today.



So I said Hi to Rex who I last saw at Hobsonville when I was an ATC Cadet. We discussed the FK9 and heard the story of him landing the last tug with no engine. Amazing to hear it in detail. As we were talking Amy (a possible new member) turned up who wanted to fly (awesome), so we geared up and pulled out the aircraft for a DI.

Upon finishing my DI and clean up of the FK9's yellow belly I taxied over to the caravan. Suddenly I saw the first tow was ready with Steve and Don in MW. Probably the easiest flight of the day..., not too turbulent, some great lift, not too much sink around (yet). Towed them over Riverhead forest with the North West wind, dropping them with some lift at 2500. Diving down to join right base I was on the lookout for the motor glider that

slowly passed overhead.

Then the wind strengthened and the black clouds arrived... the decision was made to put MW away to keep it from getting it wet. The rain never really came and the clouds passed over, leaving the sun but sadly didn't take the now Northerly gusting wind. Once MW was lined up again, Amy and Rex had their preflight brief and up we went against the North West wind, it was getting more turbulent, but we able to get good lift again over Riverhead. Release again at 2500' and down to rejoin, this time it was quite bouncy.



Following MW lasting 24 minutes in the air with Amy, Rex and Brendan climbed in and were ready to go, this time take off was very turbulent, best lift of the day at approx 1200 feet per minute. A quick tow to 2000 feet dropping them off in good lift and down to join right base, not before hitting a few speed bumps on the way down. The final flight was Matt up with Rex, with another turbulent tow up to 2000'. Once again a mixture of good lift followed with some decent sink. I aimed for a big dirty cloud just East of Riverhead, once again dropped them off in good lift. I had to slow my descent to keep it comfortable and fought the wind gusts on finals until the wheels touched down for the final time.

Finishing the day with a cool beer out of the wind was refreshing. As I drove home the squall hit, I was very happy I was on the ground.

*Instructor Rex Carswell adds some details* A little bit windy today, and the official weather suggested a band of rain could move across sometime after midday, then punctuated with passing showers. Peter Thorpe had phoned me earlier in the morning to say he had already opened up because he was there to fly the Grob 109 motor glider for the ATC cadets.

On the field, it seemed a slow start with the only people there to fly being Amy Gardiner, who is with the RNZAF and duty pilot Steve Foreman - who had bought his dad (Don) along to take for a flight. First flight got away just before midday with Steve and his dad launching into a windy, but otherwise reasonable looking sky. They achieved 20 minutes, but misty rain was creeping in from the west. It looked gloomy and I thought the possibility of rain was high. As it seemed pointless taking Amy up at that time, I suggested we put MW back in the hangar to avoid the prospect of having to dry it off if the rain came. Nobody objected at the time, so the glider went back in the hangar. Within minutes, a bit of light rain arrived and just as quickly it was dispersing. It wasn't the frontal band I was expecting.

Amy was keen to fly - sky was looking much better - so we brought MW back to the grass 26 launch point. Amy has some previous gliding experience and she is keen to get back into training. So, with briefing done, we took off into the blustery nor'wester. Amy was at the controls, and I was at the ready for a quick 'I have control' take over. However, didn't need to, Amy was fully in control all the way through the launch and into soaring flight. The aim was for her to conduct as much of the flight as possible, and get her first look at the local environment and our procedures. Flight time 26 minutes logged.

Another new recruit, Brendon was next up for the bumpy ride, and progressively was getting hands on controls - a good 24 minutes achieved. Last flight for the day was with Matt Ledger up front - enthusiastic as ever - and thoroughly enjoying the experience of flying in challenging broken thermals. Nobody wanted was waiting for MW, so we thought we could do quite a long flight, as the 30 minute point was approaching, Matt was doing well and we had reasonable altitude. However we jointly made a couple of bad decisions over which part of the sky we should fly to, and before we knew it the circuit was beckoning. Down with 39 minutes total. The usual debriefing took place - sitting on the usual plastic chairs - in front of a fridge that was demanding attention. Thankyou to all the helpers there, including Roy and Neville - and also to new towie Fletcher McKenzie, who did a nice job today in finding the thermals at top of climb.

## **SUNDAY** *Instructor Steve Wallace gets first hack*

SW Sunday's forecast was for 18-20kts south west onto the coast up until about 4pm when it was due to ease back. I was expecting the usual flurry of e-mails from the coast crowd but apart from a text early on in the week from Steve Foreman and a conversation with him on the day it was unusually quiet. Pete was flying cadets all day in the motor Grob and apart from Dave Foxcroft who took up a relation I think, there was nobody wanting to fly. So a check of the ATIS (25kts at 2,000ft 225degrees) and Roy jumped in the front of the twin and we towed out to Muriwai and had a very pleasant run to Raglan and back. I think Roy got some photos and a bit of video before his flash new camera went flat. We launched at 11am and were back by 1.30pm thinking there might be others wanting to fly but it was not the case so as soon as Pete had finished with the cadets we packed up and retired for an early beer.

*This is probably the result of an expressed feeling that the same folks got to go on the coast run all the time while others missed out. The "same folks" have stepped back to let the others have a go.....and no one has come out of the woodwork. Who is watching the weather for the right conditions....looks like only the "same folks". Back to "first in best dressed". WA*

*Roy Whitby adds:* can't believe I was the only one out at the field that wanted to do the coast trip. Third trip for me and the most enjoyable. Steve was his usual self, unassuming, relaxed and professional, me just relaxed. All went OK with me flying out to the coast and apart from a slack rope a couple of times we released to head south in lovely conditions. After a period of 100 knots on the cliffs we climbed to even out at about 80 knots and stuck to this for most of the flight. You can't fly with Steve without learning heaps without actually realising you are taking in a lot of info and most of it sticks, at least it does with me. This trip I was over the Awe and had time to concentrate on the bigger picture, I said to Steve about the millions of people that will never have the excitement and the views we are having, Thanks to Steve again.

*Towie Andrew Sunde on his last two for a while:* Sunday's flying was limited by the weather.. with only 2 tows, one local and one to Muriwai. A few showers around to dodge but nothing exciting. This was my last day towing for a while, I'm off to 42 SQN in Ohakea next week for advanced wings course. All going well I won't be back for at least a year or so. Thanks for letting me fly in the mean time!

*Good to have you round Drew, Thanks for stepping up in our hour of need. Good luck with the advanced course.*

## **WE ARE GOING TO DRURY NEXT WEEKEND (not this one coming)**

The weekend on 21/22 March is scheduled for the Annual JUMPSTART parachute event at Whenuapai. We will not be allowed to fly while that is on, (all day). We have decided to go somewhere else. The kind folks at Drury have invited us down, so that's where we are going. Deploy Saturday morning of the 21st with an aerotow down in MW and trailer the rest (Matt ledger has his hand up for the aerotow trip down, good way to get cross country towing signed off). We will, of course, need a bunch of volunteers to tow trailers down and back (3) Volunteers to Graham please. Tony Prentice will take one of the singles.

Drury offers good opportunities for cross country or just local flying.....and they have a winch.

We will need to derig the two singles on Sunday, or Saturday given the forecast. Helpers please.

## **MATAMATA SOARING CENTRE TASK WEEKEND(S)**

The weekend of 21/22 March is the second of two MSC task weekends. These days will be run much like a contest day, but in a more relaxed style suitable for anyone. We'll set an easy task and an advanced task. Scoring will be by the online contest. It's a great opportunity for those who haven't tried tasks before to give it a go.

The plan:

- Before 10am - Gliders rigged
- 10am - Briefing & Task
- 10am-11am - Gridding
- 11am-6pm - Flying!
- 6:30pm - BBQ (Saturdays only) bring meat and salad

Accommodation can be sorted with Ralph Gore [gore.family@extra.co.nz](mailto:gore.family@extra.co.nz)

For anyone from any club interested in flying other gliders, please make a booking for a 'tow' on our booking system so we have rough idea of numbers for each day. Don't worry about the time of the tow, make it 12pm. You can cancel your booking if you decide not to come due to weather. Click "Book" beside the relevant day on the calendar on the home page: <http://glidingmatamata.co.nz>

See you out there, it will be fun!



Sorry Matt, could not resist.....



**DUTY ROSTER FOR Feb,Mar,Apr Final**

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb	14	G PATTEN	I WOODFIELD	C ROOK	-
	15	R WHITBY	R BURNS	R CARSWELL	-
	21	J FOOT	L PAGE	F MCKENZIE	-
	22	N GRAVES	S WALLACE	P THORPE	-
Mar	28	K BHASHYAM	P THORPE	D BELCHER	
	1	K BRIDGES	I WOODFIELD	C ROOK	
	7	S FOREMAN	R CARSWELL	F MCKENZIE	
	8	D FOXCROFT	S WALLACE	A SUNDE	
	14	G HEALEY	I WOODFIELD	R CARSWELL	
	15	B HOCKING	R CARSWELL	P THORPE	
	21	I O'KEEFE	L PAGE	D BELCHER	Jumpstart
	22	T O'ROURKE	P THORPE	C ROOK	Jumpstart Alt Day
	28	G LAKE	R BURNS	F MCKENZIE	
	29	R STRUYCK	S WALLACE	A SUNDE	
Apr Easter	3	K PILLAI	I WOODFIELD	R CARSWELL	
	4	J POTE	R CARSWELL	D BELCHER	
	5	T PRENTICE	L PAGE	P THORPE	
	6	R STRUYCK	P THORPE	C ROOK	
	11	R WHITBY	R BURNS	J WAGNER	
	12	J FOOT	S WALLACE	F MCKENZIE	
	18	N GRAVES	I WOODFIELD	A SUNDE	
	19	K BHASHYAM	R CARSWELL	D BELCHER	
ANZAC W/E	25	K BRIDGES	L PAGE	R CARSWELL	
	26	S FOREMAN	R BURNS	P THORPE	
	27	D FOXCROFT	P THORPE	C ROOK	