

WARM AIR 1 October 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: www.ascgliding.org [ASC Gliding | Facebook](#) Bank Acct 38-9014-0625483-000

Saturday	Instructing:	
	Towing:	No Gliding
	Duty Pilot	
Sunday	Instructing:	I Woodfield
	Towing:	F McKenzie
	Duty Pilot	S Hay

MEMBERS NEWS

In Warm Air this Week;

- Club News
- Weekend Reports
- Roster + **New Roster**

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

Club News

No Gliding – Saturday

Due to the Northern Air Rally this Saturday there will be **no gliding**.

The weather is regrettably looking horrid, so we were not gonna fly anyway.....Sunday will be operational if the weather plays its part.

Annual General Meeting 15th October 9:30Am – Club Rooms

The Annual General Meeting shall take place on the 15th of October. All members are invited and encouraged to attend the AGM. This is an important opportunity to hear and ask questions from the club committee on the achievements, the direction, the financial and fleet status of your club. We would also encourage members to join the committee. If you are interested in looking at last year's minutes, which will need to be approved at this year's meeting, they can be found on our website [Aviation Sports Club - Gliding](#). Under the 'Members' tab, click on 'Member Information', and in there go to the 'committee minutes' folder, then 'AGM' and look in the 2021 folder for "Draft AGM Dec 12 2021 minutes.pdf. Otherwise email our Secretary Ivor Woodfield and he will assist.

Season Soaring Safety Briefing – In conjunction and following the AGM, the Season Soaring Safety Briefing will also take place. This is an important safety briefing for all. So, if you are intending to go soaring this season, please be there for both these important fixtures.

Labour Weekend Matamata Camp – The club will be making its annual pilgrimage to Matamata for the long weekend. So, if you wish to do some magnificent soaring, run the Kaimai ridge, experience different scenery and share good company, come on down for the weekend or even a day. We will send out more reminders and ask membership if you intend to partake so we can organise logistics. So, check your calendars and liaise with your other halves to get down there.

ASC Gliding does a great job of coaching, mentoring and supporting groups such as the Air Training Cadets, and air scouts and supporting youth in aviation and gliding. Last week the club hosted 11 keas and their guardians. Ray and Ivor took on the role of teachers and presenters. This has been recognised in the local Base Auckland Newsletter "Whenuapai Whanau".

OUR PEOPLE

Aviation Sports Club host the Kea Scouts



This week on Mon 19 Sep, the Glider Section of the Aviation Sports Club (ASC) opened their gates to host a group of 11 very eager 5-8 year old Kea Scouts. Being the local Whenuapai Air Scouts, this visit was to play a very important part for the Keas to earn their 'Air Activity' badge. The Glider Section CFI, Mr Ray Burns, led the visit with the assistance of club member Mr Ivor Woodfield, QFI and his daughter Erin. To earn the badge, the Keas had to visit their closest airport and learn a variety of information consisting of everything from 'identify the main features of an airport', 'how to stay safe around and inside aircraft', through to 'pointing out the five main parts of an aircraft' – and yes I know, exactly which five parts indeed!

Despite the overcast weather and spots of drizzle, the Keas had a great time and loved the informative discussion led by Ray and the opportunity to interact with the club's glider (which they got to sit in) and the tow plane. Ray graciously answered a near continuous stream of questions to satisfy the inquisitive Keas with a wealth of facts and information about aircraft, the Airbase and principles of flight.

Sincere thanks to the ASC OIC, SQNLDR Gus Cabre, and his club members for supporting this opportunity to engage with a community group.



Mr Ray Burns (Glider Section CFI) showing the Keas how the flight controls of the club glider work.

Article credit: SQNLDR Jim Sheehan.

Well done and I imagine everyone got a good kick out of that experience. Some aspiring aviators for the future.

Saturday flying report – Ivor Woodfield

I was joined by several members as I arrived at the gate. Shiv Chand, Rex Carswell as tow pilot, Kazik Jasica as duty pilot, Kyle Clapperton-Hayes, Igor Khripunov, Matt Moran, Alex Michael and Tony Prentice all set about getting things out of the hangar and ready to fly.

There was to be just one military movement, a Boeing departure about 1000, so we spoke to the tower, who were very supportive and opened appropriate airspace areas for us before going off watch shortly before our first launch.

First up at around 1115 was Shiv, wanting to do a check circuit prior to possibly going solo. The weather was not great, with a crosswind launch and turbulence over the boundary. However, he flew well, and overall, the check flight was well executed.

Next up was Kyle, who is an experienced power pilot with very little gliding time as yet. Nonetheless, he flew the entire flight, from crosswind bumpy launch to coping well with lots of sink in the circuit, and even managed to find a few patches of lift during the flight. Overall some good glider flying.

Then it was Igor, newly started in gliding and keen to progress. He had his first attempt at an aerotow from 1000' and managed very well until release. With some showers all around we went looking for lift, with Igor doing some good balanced flying until we arrived back in the circuit. Half way along downwind we finally encountered the rain, together with lots of sink, which was a great learning experience for Igor with me taking over for the landing.

Next up were a series of singles, Matt flying GMP, Alex flying GVF and Tony flying GBD. Sadly, the conditions were not great for soaring flights and all three flights were quite short. Also during this time Shiv had to go off and attend to some domestic duties so was not able to get in his solo flight.

The next flight for GNF was with Rahul Bagchi, who had not flown for a while and was wanting to get in some airtime. He flew us up to a 2000' release and then set off hunting for lift. Unfortunately, while there were minimal amounts around there was also an overabundance of sink and despite his best efforts we were soon back on final approach, from where Rahul made a very successful crosswind landing. Shortly after we landed, the Boeing returned for a brief stopover before departing again.



While the Boeing was on the ground we took off for the final flight of the day, which was a 1000' circuit with

Jonathan Pote, who was heavily committed with formal duties all weekend, and just needed a short burst of airtime. As we re-joined the circuit the Boeing was taxiing down to the start of the runway, and as we turned onto base, we were greeted with a face to face view of the Boeing, which turned and took off as soon as we had landed. Quite a spectacular and unusual view.

With several people having left earlier it took a little while to get everything packed away, but the remaining small group was soon sat around discussing the many adventures of the day, before, drinks drained, we closed up the field and were all gone by 1600.

Sunday's Flying Report – Ray Burns

A cracker day for the first day of daylight saving. The wind was swinging a bit but tending to favour 08 and the forecast was for it to strengthen and back more easterly. There was a little strengthening during the day but by the time we had setup at 08 the direction was very definitely easterly.



ON was already rigged and picketed out and Craig and Lionel dived into the DI. Steve Foreman, Ian O'Keefe and Dave Todd all rigged their machines and by the time they were ready to launch there was eight gliders on the grid ready to go. That kept a smile on Derry's face for a couple of hours.



G153 was opened and everyone made the most of it with climbs above 4000 feet.



The 18m boys established themselves in the good lift and headed north, all comfortable with the knowledge that the motor would get them home. Ian followed them and, by the time of the inevitable post-match, much was made of the fact that HS was not so equipped and this could be reflected in the sizes of various anatomical appendages of said pilot.

David McGowan took another solo in NF achieving his best solo flight of 33 minutes, topping it off with an immaculate landing. Well done, Dave.

It was great to host Mike and our new controller, Kelly for a couple of hours prior to a C130 arrival. Kelly and I managed a credible 36 minutes with Kelly doing most of the flying.

By the time of the C130 arrival everyone airborne was invited to land or commit to staying clear of the circuit while the big boy was brought in.

By this stage those still in the air had been up for some hours and they all decided that discretion was the better part of valour and opted to land. 5 gliders, the Tow plane and two of the WASC bug-smashers were all in the circuit and landing within about 20 minutes. "Number 3" was heard a number of times and I think we might have just missed a "Number 4" by about 15 seconds at one stage. So all quite busy for a few moments. Last landing was 1636. 14 launches for the day.

As mentioned, three of the group headed North Dave T (BZ), Steve F (XM) and Ian O (HS). A good convergence on the western side allowed for a quick run to Wellsford. And then a further push to Kaiwaka, where BZ departed for home due to other family commitments. Meanwhile XM and HS continued a little further and ended up on top of the Bryderwyns. Then the journey back was good until we got to Warkworth and the lift softened somewhat.

XM soared ahead into the unknown to pick up lift. While HS gingerly made his way to small area of raggedy thermals bumps. Eventually we both found good sources of lift, climbed to 4000 and were able to cruise back into the general Whenuapai area. So, a great soaring flight for this time of the year and nice to do it with good buddies.

No one needed to deploy their turbo. Which is good as HS does not have one.

Gotta, say we do soar over some great scenery. A great buzz.



Mondays Report

Not much to say....not good weather at all.

Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
Oct	1	S HAY	A FLETCHER	P THORPE
	2	R BAGCHI	I WOODFIELD	F MCKENZIE
	8	T O'ROURKE	P THORPE	P EICHLER
	9	M MORAN	L PAGE	R CARSWELL
	15	I O'KEEFE	S WALLACE	R HEYNIKE
	16	K PILLAI	R BURNS	D BELCHER
Labour W/E	22	K BHASHYAM	L PAGE	P THORPE
	23	T PRENTICE	R BURNS	P EICHLER
	24	N VYLE	S WALLACE	R HEYNIKE
	29	D MCGOWAN	A FLETCHER	R CARSWELL
	30	C BEST	I WOODFIELD	F MCKENZIE
Nov	5	R MCMILLAN	P THORPE	D BELCHER
	6	A MICHAEL	L PAGE	R CARSWELL
	12	R WHITBY	R BURNS	P THORPE
	13	C DICKSON	A FLETCHER	P EICHLER
	19	K JASICA	S WALLACE	R HEYNIKE
	20	J DICKSON	I WOODFIELD	F MCKENZIE

	26	S HAY	P THORPE	D BELCHER
	27	R BAGCHI	L PAGE	R CARSWELL
Dec	3	T O'ROURKE	R BURNS	G CABRE
	4	M MORAN	A FLETCHER	P EICHLER
	10	I O'KEEFE	I WOODFIELD	G CABRE
	11	K PILLAI	S WALLACE	R HEYNIKE
	17	K BHASHYAM	L PAGE	F MCKENZIE
	18	T PRENTICE	P THORPE	G CABRE