

WARM AIR 29 October 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: www.ascgliding.org [ASC Gliding](#) | [Facebook](#)

Bank Acct 38-9014-0625483-000

Saturday
29th Oct

Instructing: A Fletcher
Towing: R Carswell
Duty Pilot: D McGowan

Sunday
30th Oct

Instructing: I Woodfield
Towing: F McKenzie
Duty Pilot: C Best

MEMBERS NEWS

In Warm Air this Week;

- Club News
- Weekend Reports
- Roster

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

Club News

Well, a great ASC Soaring Camp was had at Matamata. Lots of soaring, achievements, and fun.

A Big Thank You to the Piako Club, the X-country course team, Marion Moody (Cheffette extraordinaire) and many of the other helpers for supporting our club with this camp. After a ½ year hiatus this was sorely “soarly” needed. Again, a big thanks.

More on last weekend in the reports further in the newsletter.

This Saturday

After a fab weekend, our beloved machines need rigging on Saturday morning. So many hands make light work as long as there is only one mouth giving instructions. So please come out and get the fleet back together..

Membership Renewal Form - Please remember that all members are required to complete and return each year. **Fees are due by 28 October 2022.** Payment may be split into two amounts - \$600 due by 28 October 2022 and the balance due by 28 Feb 2023.

The PDF-Fillable membership form is found here:

<https://drive.google.com/file/d/1QsHcIIQKqXyr6mgtgQBkUmNn9DYTtNs/view?usp=sharing>.

Season Soaring Safety Brief

As promised at the start of season briefing the slides have been put on the web page:

https://drive.google.com/file/d/1dtRitqvoyGR_frMa4kmY-s3Y0AcwCND/view?usp=sharing

The initial You tube can be found here: <https://www.youtube.com/watch?v=Qeu2cpqs4vk>

Online cross-country flight competition

Remember you can log your flights onto the soaring OLC. It's great to review your soaring flights. If not on it yet, have a look at this link [Club Performance - Auckland Aviation Sports Club \(NZ\) -2023 \(onlinecontest.org\)](#)

Club Performance		All ranked flights		Speed engine																
date	points	name	time	rank	distance km	km/h	takeoff location	altitude	start	end	info	date	points	name	time	rank	distance km	km/h	takeoff location	altitude
10/04/2022	287.25	Andrew Fletcher (NZ)	295.47	27.91	59.64	62.72	Matamata (NZ) (N)	Ka 5	22.00	05.47		10/04/2022	287.25	Andrew Fletcher (NZ)	295.47	27.91	59.64	62.72	Matamata (NZ) (N)	Ka 5
10/04/2022	310.00	Steve Foreman (NZ)	335.95	145.05	67.59	73.95	Matamata (NZ) (N)	Discus 2	23.01	05.44		10/04/2022	310.00	Steve Foreman (NZ)	335.95	145.05	67.59	73.95	Matamata (NZ) (N)	Discus 2
10/04/2022	250.95	Andrew Fletcher (NZ)	160.95	43.71	47.55	58.29	Matamata (NZ) (N)	St. John's Club A&B	21.78	05.05		10/04/2022	250.95	Andrew Fletcher (NZ)	160.95	43.71	47.55	58.29	Matamata (NZ) (N)	St. John's Club A&B
10/04/2022	210.95	Craig Best (NZ)	255.75	51.45	35.75	105.51	Matamata (NZ) (N)	Ka 5	05.05	05.05		10/04/2022	210.95	Craig Best (NZ)	255.75	51.45	35.75	105.51	Matamata (NZ) (N)	Ka 5
10/04/2022	1.51	Andrew Fletcher (NZ)	0.44	0.90	0.87	25.30	Matamata (NZ) (N)	Ka 5	04.05	04.05		10/04/2022	1.51	Andrew Fletcher (NZ)	0.44	0.90	0.87	25.30	Matamata (NZ) (N)	Ka 5
10/04/2022	0.55	Craig Best (NZ)	0.22	0.90	0.22	0.03	Matamata (NZ) (N)	Ka 5	04.05	04.05		10/04/2022	0.55	Craig Best (NZ)	0.22	0.90	0.22	0.03	Matamata (NZ) (N)	Ka 5
10/04/2022	210.13	Steve Foreman (NZ)	203.80	22.30	54.75	58.75	Matamata (NZ) (N)	Discus 2	23.05	05.22		10/04/2022	210.13	Steve Foreman (NZ)	203.80	22.30	54.75	58.75	Matamata (NZ) (N)	Discus 2
10/04/2022	294.04	Steve Foreman (NZ)	283.83	12.85	87.11	67.49	Matamata (NZ) (N)	Discus 2	23.23	05.23		10/04/2022	294.04	Steve Foreman (NZ)	283.83	12.85	87.11	67.49	Matamata (NZ) (N)	Discus 2
10/04/2022	221.14	Steve Foreman (NZ)	240.35	20.25	74.60	69.22	Matamata (NZ) (N)	Veritas 2017 Team	21.15	05.12		10/04/2022	221.14	Steve Foreman (NZ)	240.35	20.25	74.60	69.22	Matamata (NZ) (N)	Veritas 2017 Team
10/04/2022	221.91	Andrew Fletcher (NZ)	148.44	49.05	50.05	101.31	Matamata (NZ) (N)	Ka 5	05.21	05.21		10/04/2022	221.91	Andrew Fletcher (NZ)	148.44	49.05	50.05	101.31	Matamata (NZ) (N)	Ka 5
10/04/2022	123.41	Steve Foreman (NZ)	136.36	3.90	80.68	75.73	Whenuapai (NZ) (N)	Discus 2	00.21	05.11		10/04/2022	123.41	Steve Foreman (NZ)	136.36	3.90	80.68	75.73	Whenuapai (NZ) (N)	Discus 2
10/04/2022	113.30	Steve Foreman (NZ)	136.76	51.56	80.69	69.61	Whenuapai (NZ) (N)	Discus 2	23.22	05.15		10/04/2022	113.30	Steve Foreman (NZ)	136.76	51.56	80.69	69.61	Whenuapai (NZ) (N)	Discus 2
10/04/2022	175.77	Ken O'Rourke (NZ)	150.07	65.98	55.51	47.31	Whenuapai (NZ) (N)	A&B 20	25.45	05.27		10/04/2022	175.77	Ken O'Rourke (NZ)	150.07	65.98	55.51	47.31	Whenuapai (NZ) (N)	A&B 20
10/04/2022	144.94	Steve Foreman (NZ)	132.81	65.51	63.44	44.25	Whenuapai (NZ) (N)	Veritas 2017 Team	21.15	05.05		10/04/2022	144.94	Steve Foreman (NZ)	132.81	65.51	63.44	44.25	Whenuapai (NZ) (N)	Veritas 2017 Team
09/05/2022	223.31	Steve Foreman (NZ)	212.41	55.11	70.55	58.56	Whenuapai (NZ) (N)	Discus 2017 Team	23.47	05.34		09/05/2022	223.31	Steve Foreman (NZ)	212.41	55.11	70.55	58.56	Whenuapai (NZ) (N)	Discus 2017 Team
09/05/2022	220.20	Ken O'Rourke (NZ)	190.86	57.25	72.25	60.24	Whenuapai (NZ) (N)	A&B 20	00.10	05.05		09/05/2022	220.20	Ken O'Rourke (NZ)	190.86	57.25	72.25	60.24	Whenuapai (NZ) (N)	A&B 20

Weekend Club Reports

Saturday 22 / Sunday 23 October 2022 – Ray Burns Reports

It was a cracker Labour weekend. Saturday had some good thermalling conditions but it did not start working until about mid afternoon. Monday was a great ridge day. Sunday was the trickier of the three. I got up early to get the Gliders prepped only to find I couldn't get the dew off the wings because it was solid ice! We had to wait for about an hour for the warmth of the sun to do its thing. It was a chilly start!



As seems to be a Matamata de-facto standard the day started with Peter doing a BFR. With Adrian Cable available he followed that with a renewal of his aerobatics rating with Adrian.

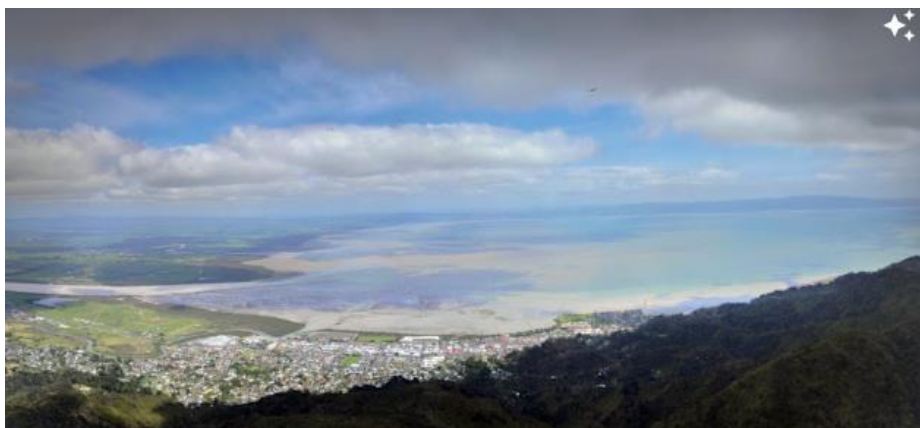
For me only two flights followed, a flight with Thomas and a check flight with Shiv. There were a few landouts for some others though none from our club.

The day ended with a great roast meal provided in conjunction with the cross-country course by Marion Moody from Auckland.

Monday 24th October Steve Wallace Reports

Great ridge day with 20kts onto the ridge and plenty of thermals to assist.

Just two student flights in the twin. Matt Moran, we flew to Thames and back and Thomas O'Rourke just a local ridge flight.



We brought the glider back so Derry could take Lindsay up for a ridge flight, but Derry was out retrieving Kazik from his first landout, so we derigged instead.

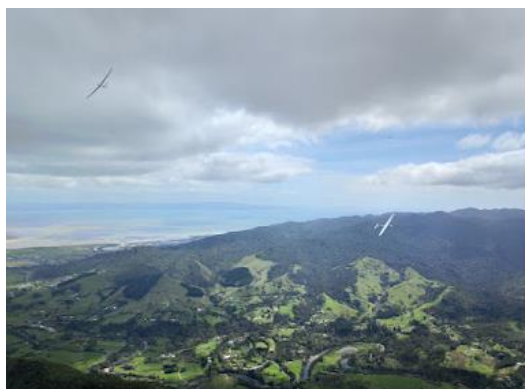
Tow Pilot report for Labour Weekend - Peter Thorpe

On Saturday morning just me, Lionel, Thomas and Tony gathered at the field since nearly everyone else had left on Friday. I was towing and Lionel was in NF on his own while Thomas towed NF's trailer. Thomas set off and left just Tony to run the wing and lock up after we had gone.

There was an easterly breeze that favoured 08 but we carefully assessed the risk and decided that with both aircraft lightly loaded we could accept some tail wind component and duly took off on 26 without any drama. The air was smooth and calm, and we had a lovely smooth trip to Matamata arriving soon after 10am to find the airfield very busy with many rigged gliders parked in front of the club house.



Our club was well represented by NF, MP and VF with KP, BU, ON, MR, XM and XP. Members present included Ray, Andrew, Lionel, Thomas, Izzy, Shiv, David & Katie Todd, Steve Foreman, Steve Wallace, Derry & Lindsay Belcher, Alex, Craig and Kazik.



Alex, Craig and Kazik were on the Cross Country Course so they had briefings and tasks set while the rest of us tried out the pleasant thermal conditions. I did about 7 tows including a Piako Puchazc so we were off to a good start. Dinner on Saturday was the traditional club gathering at the Redoubt café/bar in Matamata and we all enjoyed a boisterous and quite loud night out.



On Sunday Ruan flew himself down from WP to do his tow pilot duty while Ray put me through the wringer for my BFR and then I went up with Tauranga instructor Adrian Cable to renew my aerobatic instructor rating. I finished with a training flight for Thomas and Ruan completed 12 tows. Dinner this time was a roast put on by Marion Moody with assistance from Lindsay and others. Nobody goes hungry when Marion is cooking.



Monday was a ridge day and I launched 7 gliders who then vanished for the rest of the day. Kazik successfully landed out in VF and was justifiably very pleased with himself. Dinner was burgers by Marion although some of our team went into town for a change.

Tuesday's weather was not so good and was forecast to turn to rain on Wednesday, so the course organisers decided to set a small local task with some paddock landings and not fly

on Wednesday, finishing at midday after some final talks. There was no need for an extra tow plane so I enjoyed Marion's super sandwich for lunch and then flew myself home in RDW where Ivor kindly came and unlocked the gate. Alex landed out in MP on Tuesday but I am sure he will report on that experience. A great weekend.

Cheers,
Peter

*Nice segway Peter, And here's **Alex Michael X-Country Course Report***

To say I had a great time at the MSC XC Course is an understatement. I ticked off my first 50k flight to Kerephei on day 1, got to fly Piako's brand new DG1001 on day 2, completed my first solo ridge flight to Thames on day 3, and finally got to land out on day 4.



I had gone into the course strongly expecting to land out. In fact, I was looking forward to a paddock landing to prove to myself that I could do it. Yet, almost disappointingly, I always made it back to the airfield with plenty of height to spare. There was talk that the weather would start to pack up on Tuesday and that this would be the day we were likely to have a lot of landouts.

Expecting the conditions to be marginal I set myself a local task to complete. If I could stay up after that then I'd just fly around for fun before heading back to the airfield. However, my plans quickly changed after talking with Steve Foreman.



He mentioned how gutted he was he didn't take the opportunity to land out when he did the course a couple of years ago. (*Did he tell you he landed out the following weekend of the course in the PW5 at the Kumeu Show Grounds. Did a great job as well*). He suggested if there ever was a good time to experience a land out it would be on the XC course where the paddocks were plentiful and the retrieve crew primed. He made a lot of sense to me!

As it turned out the day had plenty of lift! I quickly completed my task and then headed south of Matamata easily maintaining 4500ft to explore various paddocks. There were tons of good options everywhere. Some were so big that you could probably aerotow out of. I felt it would almost be like cheating intentionally landing in one of those!



I decided to track along the Kaimai ranges to explore what the options were like there. The paddocks were smaller but still very long. As I flew abeam the waterfall I noticed one that immediately caught my eye. It was a big brown paddock with green striations next to a line of chicken sheds. It checked all the boxes for a good paddock. The fact that it was brown made it really stick out to me so I decided that this would be that paddock I will be landing in.

I let myself gently get lower and lower and lower. I eventually got out of glide from Matamata. Now it became for real. The wind was very light to non-existent. I flew a wide circle around the paddock to get a good look at it from different angles. All looked good to me! I got my checks out the way, then positioned myself for the downwind leg.

Everything was going to plan. Speed on point. Angles all looked good. I was feeling fine. I did a nice wide base leg and set myself up for a long final approach. All was going great till I realised my aiming point, which I conservatively put a good few metres in front of the fence line (better to hit the far fence than the near one), was shifting down even with full airbrake. Huh, I did not expect that..



I had to side slip it before things started to look better though I did not hold the side slip longer than I wanted because the turbulent air from the sideslip started buffeting the controls which slightly freaked me out. I've had it happen before but when you are close to the ground landing in a paddock for real, buffeting sensations aren't exactly what you want to experience. I opted to get out of the side slip, unintentionally sped up to 55knots and landed further from the fence line than I had planned. Thankfully, the paddock was long enough that I still had plenty of length to spare.

As I flared I could see the tiny undulations in the paddock. The landing was very soft but I was slowing down quickly. I applied a teeny bit of brake and then stopped almost instantly. I thought my undercarriage had collapsed. But no, it only hit me now that I had landed in a freshly ploughed DIRT paddock. Ah, THAT'S why it was brown!



Some concerned neighbours raced up to me to check I was OK. Then some fascinated neighbours walked up to me to explain myself ("It's not everyday you see that!"). My retrieve crew, Charlie from Piako and Johan from Tauranga came to rescue me. They patiently helped me de-rig MP which took around 2 hours because I pretty much didn't know what I was doing and was trying to avoid damaging the seedlings. EVENTUALLY, we figured it out, we popped MP back in the trailer, drove back to the airfield (only 15 minutes away) and enjoyed a delicious steak. I was knackered.

I had practiced quite a few paddock landings before I had to do one for real. One big takeaway was that even though I thought I had nailed my circuit, I still ended up being too high on final. I had to side slip and when I got out of the side slip I had to correct my speed again. In other words, it wasn't the most stable final approach which was more stressful to manage and led to a longer landing. But that's why you pick a big paddock, to give yourself that extra margin of safety when things don't go to plan.

I've learned and achieved so much more than I ever thought I could these past 5 days. I feel like a qualitatively better, more confident pilot ready to explore new frontiers.

Well done Alex and Kazik for your respective landouts. There are more green pastures to see, but more skies to roam and soar.. ...





Many thanks for the stories and pictures, Alex, Ray, Peter, Matt, Kazik, Derry, Steve W.

Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
Oct	29	D MCGOWAN	A FLETCHER	R CARSWELL
	30	C BEST	I WOODFIELD	F MCKENZIE
November				
ATC Cadets Early Start	5	R MCMILLAN	P THORPE	D BELCHER
ATC Cadets Early Start	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
December				
Working Bee & BBQ	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