

# WARM AIR 10 December 2022

## Aviation Sports Club Gliding Newsletter

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

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<b>Saturday</b> 10th Dec	<b>Instructing:</b> I Woodfield
	<b>Towing:</b> G Cabre
	<b>Duty Pilot:</b> I O'Keefe
<b>Sunday</b> 11 <sup>th</sup> Dec	<b>Instructing:</b> S Wallace
	<b>Towing:</b> R Heynike
	<b>Duty Pilot:</b> K Pillai

### MEMBERS NEWS

*In Warm Air this Week;*

- *Club News*
- *Weekend Reports*
- *Roster*

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

## Club News

### Delay in Flight Operations Saturday 10<sup>th</sup>

Due to a RNZAF Graduation Ceremony flight operations are delayed until 11:30am. So this should not impact us too much.

### Parachute Operations Sunday 11<sup>th</sup>

Extensive parachute Ops are scheduled throughout Sunday and the tower will be on. It is possible Gliding ops may be able to take place between para- drops and loading to allow gliding. However, be patient! Although by the pending weather forecast this will curtail flying anyway. Although a great opportunity to watch the water flow down the hangar drain.

### ATC Cadets

On the weekend of the 17<sup>th</sup> and 18<sup>th</sup> December there will be three cadets flying each morning in Grob 103 NF. So, they should be complete about mid-morning for normal club training sorties.

### Christmas / New Year

Gliding will be operational throughout the Holiday period. Rosters are being finalised for instructors and tow pilots. Further details to come.

### Endangered Bird – NZ Dotterel – Nesting

The RNZAF Environmental Officer has identified a NZ Dotterel Nest at the far end of 08 Northern side of the field. Appears to be near those new prebuilt units. They have requested we keep clear of this zone to protect a nest of this endangered species. The red dot in the image below marks a NZ Dotterel nest. It has been surrounded with markers, so please give the area a wide berth as this is an endangered species of bird we are trying to protect. These birds are a low risk to aircraft.



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## Saturday 3rd Dec –Warm Air Reports

Well, the club working bee took place and was quite the success. Many hands make light work, and they certainly do, if not all doing the same job.

So, there was a team clearing rubbish and excess stored “stuff” from the hangar, another elite team whose expertise was digging holes for themselves, in this case digging a drain down the side of the hangar, and then an engineering team removing surface rust and then painting and sealing the underside of NF’s trailer. Lots of banter, trash talk between the wooden glider vs the fiberglass pilots and many helpful ideas made it all convivial and a laugh. And not too many oppositions to stuff being thrown out.



A Catering Team, (thank you Kish & Lionel) provided a BBQ lunch.

I think it is fair to say the objectives were achieved. A big thank you to everyone for putting in a mighty effort. Thanks to those who went the extra mile with gear, purchasing, technical know-how, hard labour and swinging a spade. This protects all of our assets.



The hangar has so much room to accumulate more ..... now.

## Sunday 4<sup>th</sup> Andrew Reports

Sunday began in the usual way with breakfast at Puriri with Craig, the weather promised a reasonable soaring day though not a real boomer. I opened the gate just after 0900, Alex Micheal was already there followed by Kazik Jasica, Jonathan Pote and Tony Prentice.

Gliders were given their daily DI and moved to the launch point for Runway 26, the sky was starting to look good but for some strange reason there were no students around to fly with. I didn't have to wait long before Ben Gamboro turned up keen to fly. Alex launched first and climbed away confidently, Ben and I were not far behind. We released from tow at 2000 feet into a reasonable 2kt thermal taking us to 3000 feet.

Kazik launched next and established in the lift, Ben and I moved from cloud to cloud climbing in the good thermals and rejecting the scrappy ones. Our flight lasted 73 minutes.

Tony was now in the air but failed to establish as conditions began to cycle achieving 22 minutes. Next for me was Michael Wayna, a new member. Effects of controls and turning for 44 minutes before returning to land. Ivor Woodfield jumped into GMP and launched established quickly and was away into the distance for a 70 minute sortie.

With nobody else to fly Ben decided to go again, the sky had rejuvenated so we were in for a good flight. Ben doing all the work this time from cloud to cloud climbing well in the good lift. We finished with stalling and a demonstration of a spin, flight time 86 minutes.



At the end of the day the scores on the board went like this.

- Kazik 120 minutes
- Alex 102 minutes
- Ben 73 minutes and 86 minutes
- Ivor 70 minutes
- Michael 44 minutes
- Tony 22 minutes

Well done Kazik for the longest flight, best effort goes to Ben for flying a combined 159 minutes



# Duty Roster For Nov, Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
December				
	<b>10</b>	<b>I O'KEEFE</b>	<b>I WOODFIELD</b>	<b>G CABRE</b>
	<b>11</b>	<b>K PILLAI</b>	<b>S WALLACE</b>	<b>R HEYNIKE</b>
	17	K BHASHYAM	L PAGE	F MCKENZIE
	18	T PRENTICE	P THORPE	G CABRE