

WARM AIR 17 December 2022

Aviation Sports Club Gliding Newsletter

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

Bank Acct 38-9014-0625483-000

Saturday
17th Dec

Instructing: L Page
Towing: F McKenzie
Duty Pilot: K Bhashyam

Sunday
18th Dec

Instructing: P Thorpe
Towing: G Cabre
Duty Pilot: T Prentice

MEMBERS NEWS

In Warm Air this Week;

- Club News
- Weekend Reports
- Roster

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

Club News

Breaking News - no flying this weekend

Unfortunately, the two-seater Grob 103 NF and RDW the tow plane is unserviceable for the weekend. The glider is having a ADSB install, and we understand this is still being completed and RDW is having its 100 hour check. Hopefully both back with us during the Holiday period.

So, **no flying this weekend**. So, the weather can rain all it likes.

Christmas / New Year

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

Saturday 10th Dec –Reports

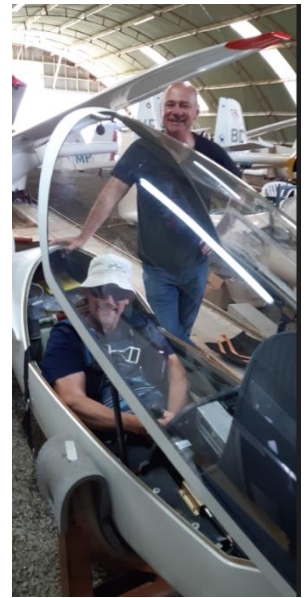
Due to activities on Base on Saturday, we were not cleared to fly before 11.30. Andrew had collected the key early, so I met up with him, Steve Wallace and Alex Michael in the cafe, where they were having breakfast. The forecast had been bleak, and the weather did not look good as coffees were finished and we set off for the gate. There we were met by others, including, Ian O, Tony Prentice, Matt Moran and Derry Belcher.



As we opened up and started to get ready the weather seemingly started improving and a few were keen to fly, so I told Base Ops we would be flying from 08 as soon as we were cleared to fly, and called out tow pilot Gus Cabre, confirmed with him that there would likely be some flying.

While we were setting up, Andrew, Steve and Derry were working on, and polishing, GKT following its' annuals and the fitting of ADS-B.

Having inspected all the fleet, we moved everything down to the 08 end while Gus took RDW for a circuit flight. The weather was clearing somewhat and the cloudbase seemed to be rising as he returned to say he felt some instability in the air, which sounded good for us. Around this time, we were joined briefly by Aimee and her family, as well as Craig Best who arrived at the same time. Aimee is the new Airfield Environmental Officer and has been in correspondence with Jonathan recently about the various birds to be found on Base, about which he has some considerable knowledge. Aimee is also a glider pilot, and keen to come and do some flying with us in the New Year, once she is settled in. As we started flying, she and Jonathan appeared to be happily exchanging stories. (*tweets I think they call it*)



Tony was first away in GBD around 12.15. Then, with a light easterly breeze and some potential thermal areas just upwind, Logan went up in GNF. When they both stayed up, Matt in GMP and Alex in GVF quickly followed them. All managed around 30 minutes, with Alex getting the longest flight of the day at 47 minutes.

While the singles were launching a couple of potential new members had arrived, and despite the lowering cloudbase they were keen to get in a flight and collect membership paperwork. Once Logan landed, I went up with Puneet Mehra who was a keen student. Despite the conditions he was able to get some reasonable hands-on time and came down very enthusiastic about the idea of taking up the sport. Next up was Prashant Seth. As we were climbing out the cloudbase was cycling lower, so we released into quite a dramatic looking sky. Sadly, there was little lift to be had and so Prashant got very little time on the controls and all too quickly we were back in the circuit. Nonetheless he too was very enthusiastic about the thought of joining the club and doing more gliding.



The final flight of the day was with Jonathan Pote, who flew the entire flight well from the back seat. The weather was changing prior to launch, with some rain arriving which we

needed to wait for before launching. That cleared the sky a little which allowed a clear tow to 2000'. However, the wind had also swung round to the east while we were airborne, meaning we needed to make the landing on 26, all managed well by Jonathan.

Once we had landed and closed our airspace areas, the rain appeared, light at first but looking ominous upwind. The plan had been to derig GMP, which Matt was hoping to take away to Matamata the next day. However, as the rain steadily increased it was decided to postpone the derig until the next day, so everything was packed away into the hangar and dried off.

Overall, just seven glider flights for the day, although that was more than we had expected given the forecast, with a total of over 3 hours of gliding achieved. All packed up and away, in the now pouring rain, by around 1600.



Whoever was in the rear seat got excited with the rear stick. Must have been a big thermal.

Sunday 11th Reports

Sunday 11th was a wet day, and no gliding students were silly enough to think about going flying. Power pilots however are a different breed and constant rain is apparently perfect weather for doing BFR's.

Matt, Alex and team assisted with the derigging of MP which Matt was taking to Matamata for a Youth Glide event. The rain made it a slightly challenging operation, but successful in the end.

So, Gus and Rex jumped into RDW with Richard the examiner and off into a wet and featureless sky they flew only to return about an hour later claiming the tow plane was now clean and our tow pilots were good enough to keep flying for another couple of years.

Ruan then flew RDW up to Parakai as it was due a check over of some sort.





Duty Roster For Nov, Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
December				
Early Start Cadets 08:30	17	K BHASHYAM	L PAGE	F MCKENZIE
Early Start Cadets 08:30	18	T PRENTICE	P THORPE	G CABRE