

WARM AIR 25 Feb 2023

Aviation Sports Club Gliding Newsletter

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

Bank Acct 38-9014-0625483-000

Saturday 25 th Feb	Instructing: Towing: Duty Pilot:	A Fletcher R Heynike N Vyle
Sunday 26 th Feb	Instructing: Towing: Duty Pilot	L Page R Carswell D McGowan

MEMBERS NEWS

In Warm Air this Week;

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

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

Club News

Tee Shirts. The Aviation Sports club (i.e. power, gliding, para, models) have produced some tee-shirts. They are the AS-COLOUR brand and seem pretty good (to me). They have the Club logo embroidered on them but no identification of division. They are all navy blue. They are \$30 each. As to sizing, I am a large. If you are interested, please email me (Ray Burns) and I will organise.



Weekend Report

Saturday 18th Feb Steve Wallace Reports

Saturday 18th was forecast to be a nice flying day with light winds and a convergence setting up out West. There was a heap of keen starters at gate when I arrived and after the usual period of time we were ready to go from 08 at around midday. An initial conversation with the controller before we set up indicated that he may be quite busy managing all the helicopters involved with the cyclone relief effort as they slung loads and delivered goods to all the isolated spots on the West Coast between Piha and Dargaville. Just before launch however the word then came that he had decided to not let more than 2 gliders into the air at any one time. I assume this was to minimise his workload. With seven gliders ready to launch, 3 of whom wanted to go cross county this was going to be awkward and very limiting. Having come up with a plan of limiting the twin to circuits and a single to no more than half an hour the word then came that the controller was going off watch. Problems solved!

Time to start slinging gliders into the air as quick as possible. First up was Blake with a 1,000' circuit. Off tow we were straight into a thermal they we took up to 2,300' before spinning and looping our way back down to circuit joining height so Blake could get on with plan A. With the sky clearly working well the grid of singles were launched with Tony Prentice in BD, Andrew Fletcher in KT, Alex Micahel in MP, Kazik Jasica in VF, and Craig Best in ON. All got away for nice flights in the convergence of over 2 hours except for Craig whose timing was bad as the

local lift had gone when he launched meaning he could not get the height to make the convergence which was still out west over Kumeu. Andrew and Alex however enjoyed a nice cross country flight up to Kaipara Flats and back.



On the student side Igor was next up with a nice 40 minute fly with plenty of time on the controls so Igor could practice balanced turning. Following Igor was Ben who was lucky enough to experience some nice convergence flying with a quick 46 minute cross country flight up to Wainui and back.



With a Hercules due to depart we all came back and landed and used the time on ground to change ends to 26 as the convergence had passed overhead and the wind had swung around to the west. Jason a potential new member came up for his second flight in a glider and enjoyed a good half hour and then Blake and Ben got in their intended 1,000' circuits.

Last back for the day was Matt Moran who landed at 5.50pm after a nice two hour flight which was great as it may be his last in NZ for a while until he comes back and visits us again in May.



Matts girlfriend patiently waiting for him to return. Well with that GREAT sky he was not gonna be back too soon and was enjoying messing around with his other, "Astir" for the last time for a little while.

So a great days flying in the end with almost everybody getting to enjoy some nice summer convergence conditions at last.

Sunday 19th Feb – Ivor Woodfield Reports

Sunday dawned sunny and calm. I arrived at the field around 0930 to find Craig Best and Andrew Fletcher waiting at the gate. Before long we had been joined by Alex Michael, Neville Swan, Paul Eichler and Toni and Robin Bloomfield. Paul got RDW out of the hangar and then went off to fetch more fuel, while the rest of us set about preparing the fleet and the caravan for a day's flying. The wind was light but due to be mainly from the east, so we all set up at the 08 end and got ready.

First away in GNF was Toni. She is still at an early stage in her gliding, but with light conditions was able to successfully attempt some of the aerotow to 2500', from where she was able to get lots of hands on practice with level flight, balanced turns and some good general flying.

While we were up, first Andrew in GKT and then Craig in GON launched into a slightly improved sky. Before long they were both successfully established north of the field, and heading off for a good couple of hours of soaring.

Next up in GNF was Robin. He also went to 2500', and was able to demonstrate some good basic flying skills, including some well balanced turns and a limited amount of thermalling in the light conditions. After a good flight he brought the glider back down through the circuit well, showing some good speed control.

While we were flying, Shiv Chand and Izzy Burr had arrived, as had Jonathan Pote with young Harvey Bell, so the queue for GNF was gradually growing. Shiv headed up for a flight in GVF, but was unfortunately not able to locate any lift. Once Robin and I landed, Alex went up in GNF with a passenger for an enjoyable flight in the very smooth sky. Lionel Page also arrived and took a short flight in GON.

Next up in GNF was Josh, who was taking his first ever flight in a glider. By now the sky was changing around, with cloud build up and some light thermal activity, which allowed us to explore the area as well as giving Josh the opportunity for some hands-on time, which he enjoyed. He was impressed by the experience and is hoping to come back for more. The light winds were starting to shift around, providing us with a light tail wind on landing, and the opportunity for more discussion about the art of gliding. Once Josh had headed back to the caravan, next up was Ben, keen to get some airtime. He released at 2000' and was fairly soon into a good climb to 4000', from where he headed off for some upper air activities, including various stalls, all of which he handled well. He did manage another good climb before we ran out of time. We got a call that the wind direction had established to be more westerly so Ben planned for a landing on 26. He picked the entry to the circuit well, made all the appropriate radio calls and ended with a very good landing. Overall a successful flight.

Next up in GNF was Izzy who was taking her father for a flight. The wind change signalled a change in the local weather and the limited lift proved challenging to find. Nonetheless Izzy had a good flight in the calm but quite overcast conditions. It was getting close to 1700 as she landed and I took over GNF for a flight with Harvey. The youngest of our current students, he flew in the back seat, from where he was able to operate all the controls, and we had a quite enjoyable flight with Harvey managing some of the flying as we made our way around. Once we landed, there were still two names on the list, as two people who had recently flown with us had returned for some more. First up was Paulo, who had experienced one flight in a glider already and was keen to do more. He was very keen to get as much hands-on as possible, and managed to climb in a couple of good thermals we came across. The wind direction was now quite variable, with westerly winds indicated by the smoke stacks just west of the field, but light north-easterly on the field. I was informed this would now be the last flight of the day, and opted to land with the apparent light tail wind, which resulted in a slightly extended landing. Paulo was extremely happy with his flight, which was good to hear.

While we had been flying, Craig had managed to complete the final work on the replacement tractor he has been transforming, and so it was a bright and shiny new looking tractor that came out to return us to the hangar. Great work by Craig, and others, resulting in an impressive looking vehicle which will now be fully in service from next weekend :)

It had been a long day, and as it was now past 1830 we returned things to the hangar, cleaned the tow plane and then headed off, foregoing the regular debrief session around the fridge. Overall there had been 12 glider flights resulting in around 8.5 hours of soaring in some smooth and sometimes challenging conditions. Thanks to all those who helped out throughout the day to make it the success it was.



Harvey who is nine and a keen flyer (youth Glide) holding and guiding NF home for the night. Well done buddy great effort. He has had 4 flights thus far.

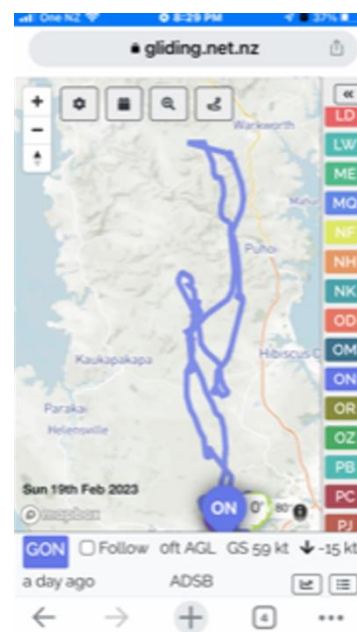
Craig Reports on the expeditions North

Saturday morning Andrew, Alex and myself meet at the cafe and planned a XC, went early to the field and rigged ON but then ran into complications with the tower which led to me been far back on the grid, so when I launched into that sweet spot of nothing and I found myself back on the ground in 28 minutes, no more to be said about that, went to work on the tractor.

Sunday morning I got ON second on the grid, we launched straight into a 4 knt thermal and up to cloud base following Andrew along another amazing but a bit messy convergence line to Kaipara Flats, then back zagging our way to the Quarry and turned around and went back out north to the microlight club and back.

A crazy thing is that on the way home from around the Northern part of the forest all the way back to the airfield the air went as smooth as silk with not even the slightest bump and 0 sink. A great flight in all.

Check the video section below on Convergences!



Then we got our new tractor finished and operating.



Yes indeed the mighty old, restored good as new Red Retrieve Steed is operational and everyone is keen to drive her / him. So, feel free to land long apparently.

A huge amount of thanks to Craig Best (Chief Mechanical Officer), Kazik Kasica (Chief Engineering Officer) and Andrew Fletcher for titivating and adding hood ornaments.

Now a word of warning the clutch is sensitive, so take it easy letting it out!!!

Farewell Matt

Off to Aussie for a little while. Keep in touch and keep up with the soaring you talented pilot.



Video Corner

[Glider Weight and Balance - YouTube](#)

Derry our engineer extraordinaire shared this great video on C of G

Something I need after the holiday period consuming too many goodies.



[Air-masses Collide: Instructor Reacts! How sea breezes work. - YouTube](#)

Tim Bromhead explains convergences. Something we often use in our soaring region.



Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
	25	N VYLE	A FLETCHER	R HEYNIKE
	26	D MCGOWAN	L PAGE	R CARSWELL
Mar	4	C BEST	S WALLACE	P THORPE
	5	R MCMILLAN	I WOODFIELD	G CABRE
	11	A MICHAEL	R BURNS	D BELCHER
	12	R WHITBY	A FLETCHER	G CABRE
	18	K JASICA	P THORPE	R CARSWELL
	19	R BAGCHI	L PAGE	R HEYNIKE
	25	T O'ROURKE	S WALLACE	P THORPE
	26	I O'KEEFE	I WOODFIELD	D BELCHER