

# WARM AIR 11 March 2023

## Aviation Sports Club Gliding Newsletter

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

Bank Acct 38-9014-0625483-000

Saturday 4 <sup>th</sup> March	Instructing:	S Wallace
	Towing:	D Belcher
	Duty Pilot:	A Michael
Sunday 5 <sup>th</sup> March	Instructing:	A Fletcher
	Towing:	G Cabre
	Duty Pilot:	R Whitby

### MEMBERS NEWS

*In Warm Air this Week;*

- *Club News*
- *Weekend Reports*
- *Vintage Kiwi Camp*
- *Roster*

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

## Club News

Well, we had so many pictures of the new tractor, we really needed a picture of a new glider.

So, we got one. Kazik has his first glider and it's a beauty. Congratulations and we know you will get many blissful soaring hours in your new DG 300. It has winglets, so it will go fast.



## Weekend Reports

### Saturday 4<sup>th</sup> March - Steve Wallace Reports

Saturday 4<sup>th</sup>. The weather forecast was looking quite nice with a good looking thermal forecast and convergence setting up overhead Whenuapai and heading out towards the east coast all the way up to Whangarei.

As it turned out the forecast was pretty accurate and everybody had a good summer like day despite it being our first autumn flights. We set up on 26 with a direct 170 degree cross wind but before we could go flying the wind shifted to 160 and we had to shift to 08. First up was Ben Gambaro in the twin to get some more of his To Solo syllabus signed off.

With the sky clearly working Andrew Fletcher in KT and Alex Michael in MP departed on a planned cross country flight up to Springhill and back. A friend of Ben's, Marley Koys then jumped in the twin for his first gliding flight and having spent an hour or so the night before on the flight simulator his first time flying was pretty good.



We then had three pax flights in a row, Bruce, Hannah and Cheng all of whom, got nice 30 minute plus thermal flights. The day then finished with two more circuits for Ben and one more flight for Marley, all shorter circuit type flights as the convergence had moved away to the east before breaking up. We changed ends for the last flight as the predicted wind moved in from the south west as the convergence moved away. So ten good flights on what was a very nice day for gliding.



### Sunday 4<sup>th</sup> March – Ivor Woodfield Reports

The morning opened as a sunny day with cloudbase around 3000' and lots of big blue patches amongst the clouds. The wind was light and from the south.

I arrived to find a couple of pilots in the car park, and within a short time after opening the gate, quite a crowd had arrived. Tony Prentice was keen to rig GBD after just returning from a successful week flying at Vintage Kiwi. Kazik Jasika arrived towing his newly acquired glider, which he had just collected from Masterton. He was to spend the day, surrounded by a good crowd of admirers/helpers checking everything over and rigging and derigging the DG300 before parking it up back in the trailer ready for the next weekend.

While we set about opening up and getting out the twin, tow pilot Gus Cabre went off to get fuel for the towplane and tractors.

Antonia and Robin Bloomfield set about working through a DI on GNF while I watched on. They generally did a good job, remembering and carrying out the various stages of the inspection with minimal prompting.

By the time we were ready to set up on 26 the morning military movements were done, with an RNZAF Boeing and an RAAF C17 both due to come and go during the afternoon.

First flight was with Ben Gambaro in GNF, launching shortly after 1100. He flew a full flight with instruments covered, judging the 2000' release well and looking for lift in a very stable sky. As we got lower, Ben judged the joining point and height well, flew a good circuit and made a good landing, with good speed control throughout.

Next up was Antonia, for just her 6th flight. She worked on basic aspects of flight as well as speed control, which she is picking up well. With little or no lift available the flight was short but improvements were made. By now, Tony had GBD rigged and was keen for a flight. In the PW5 he was able to stay aloft for over an hour in very stable conditions, a great achievement and easily the longest flight of the day.

Next up was Robin, again a very new pilot wanting to work on basic flying skills. His turns and speed control are improving well, although with little lift, practice was limited.

Next I had Gandhar for a trial flight. He had never been in a glider previously, and was very keen to see how it all worked. The flight went well, with Gandhar asking lots of good questions and demonstrating some good control and awareness during his hands on periods. He seemed to enjoy the experience a lot and is keen to come back and do more.

Following a brief break while the Airforce moved a couple of aircraft in and out, Ben was up for a second flight, this time demonstrating his skill with controlling the glider while being well out of position on tow. The exercise went very well, and we were setting off after release to find some lift when another military movement meant we were recalled as we were unable to guarantee that we could stay aloft. Another good circuit and landing from Ben.

Waiting to fly next was Nick Vyle, who had not flown for several weeks, and was keen to get in some airtime. With some instability appearing, we hoped to catch some thermals and get in some good practice. Nick flew confidently and once released he set off to a likely looking area. However the sudden and apparently unexpected departure of the C17 had the tower once again calling us back, initially giving a 20 minute warning but then calling for an immediate return. Sadly this meant that the flight was over all too soon, with Nick hoping that his next visit offers more opportunity for practice.

With the various delays it was after 1600 before Robin went up for his 2nd flight of the day. He flew well, with good use of basic controls. We did encounter a couple of weak patches of lift, although nothing to really get settled into, and we were soon heading back towards the field. Robin managed to fly the circuit well, controlling his speed quite accurately and making good turns, eventually ending up with a good approach and flare. The last flight of the day was with Antonia, who has similar experience and is also making reasonable progress. Again we found very little lift, so the flight was quite short. Nonetheless Antonia made good progress with her basic handling of controls and worked solidly at controlling our speed. She flew the glider right through the circuit and we were back on the ground by 1700.

The small group remaining soon had things packed away and as no-one was keen to stay and talk gliding we were soon locking up. However, not before setting up the new charging station that Craig Best had created during the morning, which greatly simplifies the end of day tasks around the charging of the various bits and pieces. Thanks once again to Craig for his efforts on this and to Jonathan Pote for running things in the caravan all day :)

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## Vintage Kiwi – Derry reports

Stratford in Taranaki, I was told, has double the rainfall of nearby Hawera. which means it is around two and a bit metres per year. We saw very little during our time there, in fact it was a pleasant change from Auckland's cyclones and flooding.

Other than some rain on the way down to Taranaki, we had a very pleasant time and flew 4 out of the 5 days the camp was on.

The locals couldn't have been more welcoming, with our group having the run of the large combined Aeroclub, Sport Fliers Group, and the Gliding Club clubrooms for the week.

Navigation is straight forward providing you can see Mount Taranaki and plenty of fairly large green paddocks make up the landscape to give you plenty of choice if you didn't make it back to the airfield. The large hill (Mt Taranaki) plays a huge influence on the weather and even the locals educated guesses as to the weather for the day could be way off the mark, but that just added to the fun.

This year's camp had it's hic-ups - A few of our members went down with Covid within a day, the Eon Baby (the oldest glider there) couldn't fly due to an oopsie with a trestle that damaged a rib and trailing edge the week prior and was not seen till we went to rig it unfortunately, and a Stem 10 motor-glider damaged it's undercarriage in a ground-loop on landing.

Two Libelles in our group managed flights of over five hours each on one day, but overall the cloud-bases were relatively low at around 1500 to 2500 AGL most of the time so that restricted us a tad. We still enjoyed ourselves and experienced another new place to fly from.

So far, our group has been to Norfolk Road Gliding Club a few times when it was still in action not far from Stratford, Taupo a few times, Taumarunui twice, Te Kuiti, Masterton, Papawai near Wellington, Springfield in Canterbury, and Waipukurau just south of Hastings.

The trips are always a highlight of the year for us and nearly without fail have provided a bit of comedy along the way. Blown tires, a glider that refused to come out of its trailer, folk taking a wrong shortcut to get there (ie back-country rough gravel road - which lead to 2 mountain bikes coming off their racks and being dragged along behind for many miles), cows breaking through gates and heading for the gliders, a towplane that flew halfway to one meet before realizing he had forgotten the tow rope...

If you feel the need to try new pastures, you are welcome to join us next year, where-ever that might be.

Derry



Month	Date	Duty Pilot	Instructor	Tow Pilot
Mar	11	A MICHAEL	S WALLACE	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