

WARM AIR 1 April 2023

Aviation Sports Club Gliding Newsletter

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

Bank Acct 38-9014-0625483-000

Saturday 1 st April	Instructing: Towing: Duty Pilot:	L Page D Belcher K Bhashyam
Sunday 2 nd April	Instructing: Towing: Duty Pilot	A Fletcher G Cabre T Prentice

MEMBERS NEWS

In Warm Air this Week;

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

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

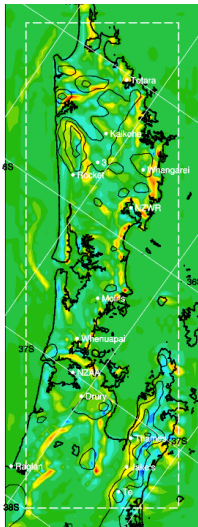
Club News

The Electronic Timesheet Register.

Well the new electronic whizz bang timesheet recording device is operational. If you press certain keys, planes takeoff and then land. Hey well done to Ray, Kish and the beta testers for developing a great system. This will make it so much easier for the treasurer and engineer for record keeping. And for new users it is straightforward to operate and a set of instructions are available to help use it correctly.

Weekend Reports

Saturday 25th March – Steve Wallace Reports



Saturday was forecast to be a cracker day with nice thermals, a strong east coast convergence north of Orewa and a somewhat unusual convergence before midday out to sea off the west coast covering the entrance to the Kaipara Harbour. Unfortunately it didn't turn out that way with a mid-level over-development moving in from the West around midday. This cut off the heating from the sun and basically killed the mid-afternoon thermal activity. Prior to this and post the crappy weather moving away, we did get in some great thermal flights and even during the period of overcast some great circuit training flights were had.

So we kicked the day off with David McGowan doing a check flight before a solo later in the day. Ben Gambaro with a flight where we were able to practice side slipping from 3,500' all the way down to 1,000' before a final practical demo of sideslipping to lose height on a high short final. Blake Hinds then did a great job of thermalling us up from 2,000 into the 3,500' cloud base where some practical spiral dive scenarios were demonstrated before a series of spins were undertaken to get us back down to circuit height. With the sky confirmed to be working nice, the single seat squadron of Tony Prentice (BD), Derry Belcher (MR), Kazik Jasica (MP) and Ray Burns (VF) all went up for flights of around an hour or longer before the overcast killed the fun. David McGowan then snuck in a solo, Ben Gambaro two solos and Blake Hinds a circuit.



Post the overcast just as the sky got going again, a nice pax flight for Ruan's mother-in-law who was up for anything was had. It was a nice half hour where she chatted my ear off as we toured out over the Riverhead Forrest and Kumeu before finishing with a few "aeros" which she absolutely loved. A fun filled day enjoying the good weather at last.



Steve

Sunday 26th March – Ian Reports

Thirteen flights for the day, including two trial flights and one aerotow retrieve. Flights kicked off at 11ish with Ben doing a circuit to allow him to do his solo and attempt to get his 30 minute flight. Just shy of that. Marly was next, followed by young Harvey Bell who stacked with cushions and sat in the back seat for his training sortie.

Conditions were getting good and the single seaters scrambled into the inviting sky, Tony (BD), Kazik (MP) and Alex (VF) had very respectable flights of a couple of hours.

Two trial flights were undertaken, and after a long wait Robin Bloomfield got the longest flight in NF.

The Mosquito Boys and X-Man returned their steeds back from a successful and fun Matamata Grand Prix contest. *See Craigs story below.*

Alex had taken VF to Orewa, but things did not work so well coming back and landed at Dairy Flat. *See his story below.* RDW was dispatched to retrieve VF for an aerotow retrieve home.

Unfortunately we all ran out of steam to launch two further flights and decided to pack things away.

I landed out at North Shore on Sunday at the local Dairy

The sky was working quite well around Whenuapai and when I was able to get confidently established at 3500ft over the forest I thought I should go enjoy the views at Orewa.

I arrived at Silverdale at just over 3000ft and saw a nice looking cloud system out west. This would require pushing into a roughly 10kt headwind. Once I finally got there I didn't get much of anything and decided to turn back to Silverdale where the heat from the buildings are good thermal generators. This whole exercise cost me 1000ft. This was my fatal mistake of the day and it meant I was very very very, very close to joining for RYW 21 at North Shore.



The circuit at North Shore can get very busy. It starts at 1700ft and the standard procedure is to descend via the non-traffic side and then join downwind. So being at 2000ft at Silverdale didn't leave me with much room to explore the extremely good-looking clouds so close, yet so far away.

When the altimeter read 1900ft I advised there was a strong possibility of joining for 21. I tried and I tried to circle in whatever puff I could get but gradually kept getting lower and lower. It was time to call it quits. I advised on the radio I was coming in.

At this point I had gotten down to 1700ft on the southern edge of Silverdale. It soon became apparent that even this was too far downwind to properly join overhead for RWY 21 (10kt headwind to fight in PW 5). Joining straight in looked like the better option.

Then BEEP BEEP BEEP BEEP BEEP!!!! Back to 3000ft! Yayyyy :-).Then I somehow managed to loose 1000ft in 5 minutes! Back to square one :-(-

I stayed at 2000ft over Silverdale for what seemed like an eternity. I decided that once the altimeter dipped below 1900ft I would join the circuit. And that's what I did. This time with enough height to do an overhead join for grass 21.



The landing was short and uneventful. Two people from the Aeroclub came in a buggy and kindly helped push VF off the grass runway. Then I waited for my stellar retrieve crew of Derry and Kishan to help me aerotow back to Whenuapai. Once we found a gap in the traffic we were off.

The main takeaway for me was just how limited your search space can get when you're 2000ft in a PW 5 next to a busy airfield with a fair breeze blowing. Could I have tried harder and successfully gotten away? Probably. But I didn't want this to come at the cost of a good approach. I may have landed out, but I live to fall out the sky another day!

Alex



Craig's sailplane Grand Prix

Day 1 - After a very good breakfast we had our first briefing, and then proceeded to DI's and prepare the gliders and locate them to the to the start grid. The first glider up reported that the cloud base under release height, so the day was cancelled. Andrew, myself and a few others opted to go flying anyway for a few hours and do some local soaring



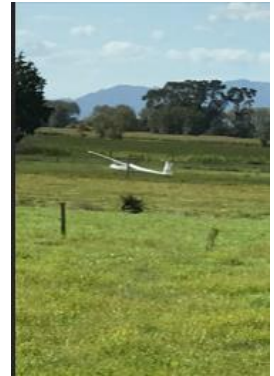
Day 2 - We launched into very average conditions. There are two classes, the 100 plus handicap machines being class A and Classs b being those with handicaps below 100. The Class A launched first then followed by class B at which point Class A was sent on task..I managed to get established in a good climb which took me to around 3k, but was quite far back from the start line, When I did cross it I was at about 2.5k', after a few thermals and a very big blue hole I found myself low and looking for a paddock. I successfully found a large very smooth paddock on a goat farm, to outland the mighty mosquito. I was soon retrieved by the team.



Day 3 - Rained all day.

Day 4 - Not being confident or over familiar with the task areas, land out options and not knowing the area in very average conditions I decided to fly locally and on the ridge for a few hours.

Day 5 - Had an exciting start when I released from the tow plane and could not find lift and found myself landing short from where I had originally where I hooked up with the tow plane. We did a relight I managed to climb to 3,5k' and get to the start gate as it opened, clipping the corner and off to the first turn point. Unfortunately, with the conditions the same as they were on day 2 I soon found myself doing a very bumpy landing into a cow paddock.



Day 6 – The task was set to the south of Matamata which again is challenging and I am unfamiliar with which concerned me. After crossing the start and heading south to the first turn point I did get a bit low before I found a boomer of a thermal and got established in the energy line to return to the reliable Kaimai ridge where I proceed then north and eventually back to the airfield.

Day 7 - Ridge Day, we all lined up on the ridge side of the start line, eight or so gliders all starting at the same time, the race is on, flying down the ridge in formation in and out of all the hills and valleys, slowly spreading out as we headed for the first turn point as fast as we could go with a light 10 knots blowing on the ridge, around the first turn point then south to turnpoint 2 which was a fair way off the ridge and a small challenge to get there and return back to the ridge and back up north to tp 3 with most class B still with in close vicinity of each other, turnpoint 3 was way out into the valley with not many clouds, and with a lot of high cloud coming over ahead of the approaching front. I managed to follow an energy line part of the way, and then out into the open silky smooth air round the turnpoint and back to the last know position of the energy line I had taken out. This had now gone, and I was sinking and getting below 2k. I headed back to the ridge to save myself, however I now found there was no wind on the ridge to get a climb. I saw some good paddocks and headed to these and found a nice cut corn field to plonk into. Oh well three land outs in 7 days and in my defence there were a number of land outs and engine starts which count as land outs.



Conclusion - A great week spent a MSC Grand Prix lots of awesome flying, challengers and heaps of knowledge gained. The food was next level good, Roast, Steaks and home made burgers and a large country style breakfast every morning. A BIG thank you to the team at MSC for every aspect of the event.



Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
Apr	1	K BHASHYAM	L PAGE	D BELCHER
	2	T PRENTICE	A FLETCHER	G CABRE
Easter	7	S CHAND	I BURR	R CARSWELL
	8	N VYLE	S WALLACE	P THORPE
	9	D MCGOWAN	I WOODFIELD	D BELCHER
	10	C BEST	L PAGE	G CABRE
	15	R MCMILLAN	P THORPE	R HEYNIKE
	16	A MICHAEL	R BURNS	G CABRE
	22	R WHITBY	S WALLACE	R CARSWELL
	23	K JASICA	I WOODFIELD	P THORPE
Anzac Day	25	R BAGCHI	A FLETCHER	D BELCHER
	29	T O'ROURKE	R BURNS	G CABRE
	30	I O'KEEFE	S WALLACE	R HEYNIKE
May	6	K BHASHYAM	P THORPE	P EICHLER
	7	T PRENTICE	I WOODFIELD	R CARSWELL
	13	S CHAND	L PAGE	P THORPE
	14	N VYLE	A FLETCHER	D BELCHER
	20	D MCGOWAN	R BURNS	R HEYNIKE
	21	C BEST	S WALLACE	P THORPE
	27	R MCMILLAN	P THORPE	R CARSWELL
	28	A MICHAEL	I WOODFIELD	P EICHLER
Kings Birthday	3	R WHITBY	L PAGE	P THORPE
	4	K JASICA	A FLETCHER	R HEYNIKE
	5	R BAGCHI	R BURNS	G CABRE
	10	T O'ROURKE	I WOODFIELD	P EICHLER

	11	I O'KEEFE	L PAGE	R CARSWELL
	17	K BHASHYAM	S WALLACE	D BELCHER
	18	T PRENTICE	P THORPE	G CABRE
	24	S CHAND	A FLETCHER	P THORPE
	25	N VYLE	R BURNS	R CARSWELL