

WARM AIR 6 May 2023

Aviation Sports Club Gliding Newsletter

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

Bank Acct 38-9014-0625483-000

Saturday 6 May	Instructing: Towing: Duty Pilot	P Thorpe P Eichler K Bhashyam
Sunday 7 May	Instructing: Towing: Duty Pilot	I Woodfield P Thorpe 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

Weekend Reports

Saturday 29th April – Izzy Reports

Saturday dawned looking fairly grey and windy, but not raining so I picked up the key and arrived at the gate at 9:30 to find no one waiting. Derry and Craig showed up soon after and we opened up the hangar and spent some time going through the supplemental inspection for NF. No major defects to report so she's good to go for the next 3 months. While we were doing this, Gus, Tony and Roy arrived to see what was happening, not much was the answer as no students were looking to fly. At the other end of the field, Peter was taking up some cadets in NW, you could certainly hear the difference the new prop made, it was a lot more enthusiastic at getting off the ground. I did have two trial flights booked for 1pm with Yogesh and Marc, so I chatted to Peter about the weather before calling them to let them know the flights would be short and a bit bumpy. They were both still very keen and arrived on time, getting 17 minutes and 16 minutes apiece, both enjoyed the flights despite the weather so hopefully we'll see them back again soon. Matt has also come back from across the ditch for his graduation on Wednesday (Congratulations Matt!) so we finished the day with a short flight up to 2000ft. It may not have been the blue soaring day we were hoping for, but always good to get some flying done.

Peter Thorpe reports from the 109

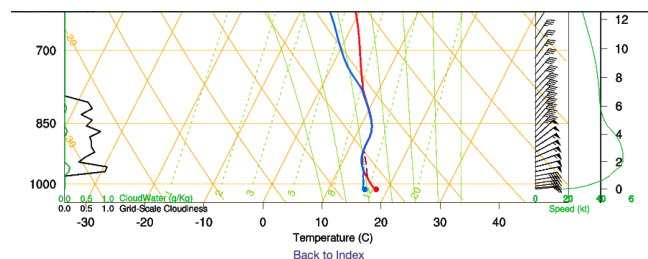
On Saturday I flew the Grob with some ATC cadets. Conditions were a bit boisterous but I took six young keen cadets for mostly their first experience flight and they all seemed happy, although one poor lad reinspected his breakfast. (easy to do)

Sunday 30th April – Steve Wallace Reports

A quick look at the RASP tephigram.

Temperature and humidity lines in a lovers embrace from 1,000 to about 7,000 feet. Cloud base about 500 feet. Rain. Wind 55Kts easterly at just over 2,000 feet. I wonder if there will be any flying today? Roll over and continue dreaming about converting the Mossie into a Shark FES...

Steve



• Whenuapai -36.785°, 174.836° (18,47) Valid 1300 NZDT (0000Z) SUN 30 Apr 2023 [12hrFct@1626z]

Trevor Mollard

Roger Read our good friend of the club shares the sad news of the passing of Trevor Mollard an ex-member CFI & President of our Club. Roger has written a lovely tribute and allowed us to take a summary of this. A full tribute will be shared at the GNZ Annual General Meeting in June.

I thought you'd all like to know of the passing of Trevor Mollard, an active ex AASC member back in the 70's. All of us have certainly benefited from his tireless work on the GNZ Airspace committee and prior to that, the Technical Committee which preceded the creation of our current Operations Officers.

Checking my logbook, I first flew with Trevor, in a T-31 at Hobsonville, on 6 May 1972...nearly 51 years ago! The 10 minute flight cost \$1.90 and the next one with him, a mighty 11 mins was \$1.93. I used to get \$2 for each lawn I mowed around the local neighbourhood...my, how times have changed the cost of aviating!

Moving on...we did regular flights doing post solo exercises and in Dec 73 did my paddock landing training in a K-13 at a club camp at Sahara after which he cleared me to go cross country. Two days later I did my Silver height gain and the following day my first paddock landing well short of my 50km goal! It was another year till I came south to Omarama for my first camp that I did my 50 km in a K-13. Once Trevor and Jenny moved south in the mid 80's, he did lots of flying in the DG 400 we shared as a syndicate.

I am sure many others will have great memories of flying adventures with Trevor. In the Airforce, Trevor graduated with his Wings and flew helicopters based out of Hobsonville, Auckland. He joined the Auckland RNZAF Aviation Sports Club and when they purchased a Skylark 2 (a hot ship in its day) he was up and away soaring again.

Within months, Trevor took over as President of the club, and also became the Chief Flying Instructor (CFI) Trevor enjoyed more than 50 years of flying and instructing and logged a total flying time of 23,600 hours of which 3,000 were gliding hours. It was a lifetime filled with a variety of flying experiences; with a passion and dedication to aviation that he generously shared as he made an outstanding contribution to the Omarama Gliding Club.

Trevor's personal soaring achievements included gaining his 3 FAI Diamond badges, the 1,000 km Diploma, participating in numerous competition events with a highlight being winning the Club Class championship held at Omarama flying the club's single seat Discus C glider.

In recognition of everything, Trevor had achieved in aviation, in 2016 he was awarded the highly prestigious FAI Paul Tissandier Award for his outstanding services to aviation and gliding in particular. A very fitting tribute to acknowledge his dedication and the many voluntary hours freely given to the gliding movement in his various roles.

He has left an ongoing legacy through his passing on of his extensive knowledge and gliding skills to many glider pilots. He will be sadly missed but remembered as someone we were privileged to know and share precious time with; an accomplished aviator and a thoroughly good person who made our lives all the richer for his friendship and support.



NZAWA (NZ Women in Aviation) Annual Rally – Hamilton 2nd – 5th June

Charlie Irvin of the Piako club is helping with organizing a Gliding Event for the Air Rally.

The event is open to female and male pilots if they are members of NZAWA. There will prizes and tea and cakes and hopefully a lunch too.

More information is forthcoming and if you would be interested in participating perhaps drop a line to Charlie.

charlie.mariu@gmail.com

Sounds like a really good event of a winter day and lots of fun and camaraderie.

NZ AIRWOMEN'S GLIDING CUP (For glider pilots who have been solo)

Release and circuit join height to be arranged on the day.

1. Cockpit checks.
2. Aero tow or winch launch – demonstrate one out of position recovery.
3. 360 degree turn left followed immediately by a 360 degree turn right (i.e. figure of 8).
4. Stall and recovery.
5. Incipient spin off a turn and recovery.
6. Steep turns — one left, one right.
7. Circuit planning, pre-landing checks, downwind, base and final approach.
8. Precision landing — on a marked grid over a 1 metre high fence.
9. Airmanship

MORRELL GLIDING TROPHY (Non instrument circuit – open to all glider pilots)

1. Instruments to be covered throughout flight.
2. Release from tow at Judge's discretion, from which point judging commences.
3. Marks awarded on correct judgment of circuit height, control of speeds to stated figures, correct use of brakes, approach and landing.

AIRWOMEN'S SOARING AWARD (Presented by Graham & Ena Monk)

Awarded for the most notable flight made by a woman glider pilot in NZ in the preceding year, i.e. between the entry closing dates of the last Rally and the coming Rally. Entries for this award must be posted to reach the Secretary seven days

prior to the Rally and must include the following details:

1. Name and Club.
2. Details of most notable flight made with regard to height, distance, area and location, and date of flight.
3. Entrant's total hours, experience and previous awards
4. Signature of entrant and CFI of Club.

Article and Video Corner

Derry our engineer - glider maker - fix anything and everything came across this article and said this may stir up some lively conversation.

Here is a link for Warm Air if you want to cause a few arguments over a beer-cup after flying. The Author, Peter Garrison, is an aviation writer and airplane designer who has designed and built two long range multi-seat homebuilt planes. Actually, he has spent most of his life refining and slowly perfecting them from the 1970's till now and has flown them internationally. Quite why he didn't just buy a plane ticket to be done with heaven only knows, but guess what I am saying is that he is a very respected dude.

[You Will Never Understand Lift - FLYING Magazine](#)

Tim Bromhead – share analysis and Wisdom

[Glider Near Crash on Outlanding: Instructor Reacts - YouTube](#)



Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
May	6	K BHASHYAM	P THORPE	P EICHLER
	7	T PRENTICE	I WOODFIELD	P THORPE
	13	S CHAND	L PAGE	R CARSWELL
	14	N VYLE	A FLETCHER	D BELCHER
	20	D MCGOWAN	R BURNS	R HEYNIKE
	21	C BEST	S WALLACE	R CARSWELL
	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	R HEYNIKE
	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