

# WARM AIR 12<sup>th</sup> & 13th August 2023

Aviation Sports Club Gliding Newsletter

## THIS WEEKEND:

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Bank Acct 38-9014-0625483-000

Saturday Aug 12	Instructing: Towing: Duty Pilot	R Burns R Carswell Cover needed
Sunday Aug 13	Instructing: Towing: Duty Pilot	S Wallace G Cabre 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

*Some flying took place last weekend. Some nice gentle skies allowed for some soaring.*

### **Duty Pilot Swap**

*If someone can cover the Duty Pilot slot for Thomas this Saturday, he would be most grateful. Contact me Warm Air and I can make the connections.*

## Weekend Reports

### **5th August Saturday – Duty Pilot Ian Reports**

Well after some rain first thing in the morning the day improved to blue and gentle sky. The usual suspects arrived at the gate. The duty instructor had been informed that a Helicopter lifting operation was occurring in the morning around Riverhead Forest. A good ole Huey was lifting and relocating power pole towers. These operations would be in the vicinity of our gliding ops and 08 approach, so the tower did not want gliding ops commencing until this activity was completed.

Unfortunately, the operation was running an hour or so late and would likely take an hour to complete. So, with no urgency to deploy gliders and in fact no students, usual banter took place.

Ray kindly offered to take Warm Air (who was duty pilot for a tiki tour in the Fk9). Having not been in the air for several months it was too much of an opportunity to turn down. A departure from 08 straight to the city kept us clear of Huey ops.



The air was smooth, visibility clear, the sun shining and the scenery stunning. A circuit over the city and then a run up the transit lane to Orewa and then to Wellsford and then down the west side towards Kaukapkapa and then Kumeu and then home. I was able to point out to Ray the many paddocks I had landed out at. What I will say is the scenery was beautiful and I had a good chance to just take it all in. Thanks, Ray, for a absolutely splendid flight.



Following our arrival and the departure of the Huey, we still did not have any members to go gliding. So, a plan was hatched to deploy the Grob 109 to check whether a radio issue had been successfully repaired. After what seemed an eternity to open the roller doors of the Grob hangar. *(Ray and I being only in our early 50's and youngest of the group tackled the two doors like mice on a spinning wheel)*. Having not suffered heart failure and the doors up the Grob 109 was extracted and readied for flight. Ray and co-pilot Tony Prentice taxied out and were soon airborne. Mild panic occurred on the ground as the frequency on the only handheld at the time was inadvertently changed and we could not hear the Grob which was the whole purpose of the exercise. With blind fury pushing many buttons on the radio we managed to correct things and we could clearly hear the dulcet tones of our gallant test pilots. The fix had been effective. When they had landed the saga of putting the Grob 109 to bed in the hanger continued. Well really the bloody doors caused some grief. With everything finally tucked away, everyone headed back to the main hangar to have a final cuppa and brew before heading off home. Thanks to all for making it a very pleasant day.



## 6<sup>th</sup> August Sunday – Lionel Reports

Sunday started out very calm. First up was Michal who was being introduced into the fine art of aero towing. Marly followed and also had a go at aerotowing and doing circuits and getting the angle of the dangle sorted.

Ben went out in his mighty Pw5 to score the longest flight of the day, 78 minutes. Woohoo.....

A couple of circuit flights with Craig and Tony and a trial flight undertaken. Igor had the final of the day. So, 9 flights all told.

Again, thanks to all for making things happen.

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## The RNZAF Base Newsletter had this gem in their publication.

### Photo Story

The original selfie!



DE&I's Megan Lynch's father, F/S IM Chinnery-Brown, was with the RNZAF 1939-51. He was an Aircraft Engineer based at Hobsonville. He was a keen member of the early Auckland Gliding club and this photo was taken around 1944.

Picture attached was the 'original' selfie taken while flying a Zogling glider, using an old style film shutter camera attached to a stick and wire to pull the shutter.

So it took a few tries and a long wait to get the film developed to see if the shot worked.

**Have a great weekend!**

Submissions to \*\*\* [Whenuapaiwhanau@nzdf.mil.nz](mailto:Whenuapaiwhanau@nzdf.mil.nz) \*\*\* by noon Thursdays.

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Our Beloved Peter was sporting a new chariot when he arrived at the club. Closer inspection noted that his ride had been "pimped up".

Usual ribbing followed of course. But we are informed the usual PT truck was being used for special equestrian operations with other family members. And this was his wife's car.

Sure Peter whatever you say.....

***And finally, Happy Birthday to Tony Prentice who had completed another spin around the sun. He also needed a new logbook as he had filled his old one up. That is a mighty effort.***

## Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
Aug	12	T O'ROURKE	R BURNS	R CARSWELL
	13	T PRENTICE	S WALLACE	G CABRE
	19	R WHITBY	A FLETCHER	P THORPE
	20	R BAGCHI	I WOODFIELD	R CARSWELL
	26	C BEST	R BURNS	TBC
	27	S CHAND	S WALLACE	P EICHLER
Sep	2	S FOREMAN	P THORPE	R HEYNIKE
	3	B GAMBARO	L PAGE	R CARSWELL
	9	B HINDS	A FLETCHER	P THORPE
	10	K JASICA	R BURNS	G CABRE
	16	I KHRIPUNOV	S WALLACE	R HEYNIKE
	17	D MCGOWAN	A FLETCHER	G CABRE
	23	R MCMILLAN	P THORPE	G CABRE
	24	N VYLE	R BURNS	P EICHLER