

# WARM AIR 28 / 29 October 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 Oct 28	Instructing: Towing: Duty Pilot	I Burr R Carswell Cover Needed
Sunday Oct 29	Instructing: Towing: Duty Pilot	R Burns P Eichler B Gambaro

### MEMBERS NEWS

#### *In this edition of Warm Air*

*Club News*

*CFI Corner*

*Weekend Reports*

*Roster*

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

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### Club News

#### Upcoming Events and reminders

##### **ATC Cadets N0 19 Squadron this weekend**

Just a reminder that we have cadets this weekend (Sat & Sun) for the Grob103. So, we need to be at the field early (0830) and get the show on the road asap.

##### **Duty Pilot for Saturday**

If someone can provide cover that would be great.

##### **ASC Membership Application and Renewal**

That time of the year to fill out and complete the ASC Membership form and show us the money. We have included this form in the email or it can be found in the ASC website membership – documents – 2023-24 Membership Form. Appreciate if you can complete, pay the fees and return to [lionelpnz@gmail.com](mailto:lionelpnz@gmail.com) and [ray.burns.ggl@gmail.com](mailto:ray.burns.ggl@gmail.com)

**ASC Gliding - Reminder CAA Safety Presentation Plane Talking 2023** - If you were unable to attend the session, there is an online session we have available on 22 November at 7pm and you can dial in via [CAA Plane Talking Weninar - Teams Link](#)

##### **No Flying on the 9 Dec**

The Base Children's Christmas Party is planned for 09 Dec and therefore no gliding ops as there is some helicopter operations taking place.

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# Weekend Reports

## Duty Instructor Steve Wallace report for Saturday 21 Oct



Saturday 21<sup>st</sup> – fortunately the forecast and the actual weather out the window for Saturday morning had improved from the night before. It was showing some potential moisture trouble down the eastern route of our intended tow to Matamata but as it turned out apart from murk on the Thames side of the firth, we encountered only smooth towing conditions.



It was a 26 Seal take-off from Whenuapai as the power section had already set up a landing competition on 26 Grass. One hour and 15 minutes later we were landing on 28 at Matamata. From then on it was a very busy day at Matamata once we got under way with a large grid of gliders making it an even busier day for tow pilot Pete Thorpe.



The thermal weather while tricky low down was pretty good once you got established and we managed four training flights in the twin for Igor, Al, Shiv and Ben, all of around one hour each.

It was great for everybody to just fly in a new location, familiarize themselves with somewhere different and take in all the action from a busy gliding field. Opportunities for rigging, de-rigging, retrieving and listening in on many a gliding related conversation were plentiful so I'm sure everybody learned a lot.



What a great weekend away we had.



## Duty Instructor Andrew Fletcher reports for Sunday 22 Oct

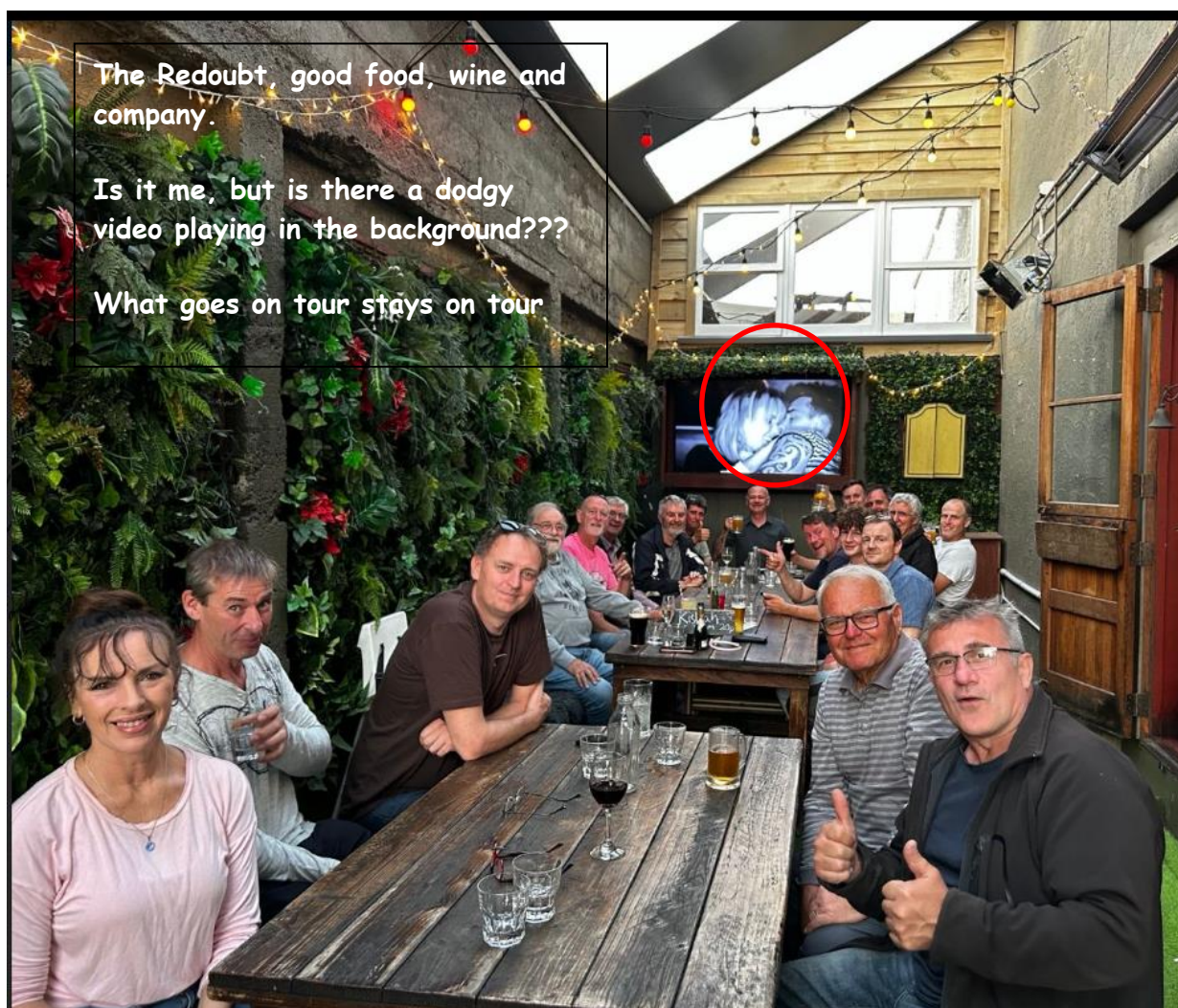
Sunday 22nd arrived with quite a good forecast for the day, breakfast was at 0800 followed by prepping GNF for the day ahead.

First up was Ben for some circuit practice then later in the day launched in GVF for an hour before rain stopped play. Igor had a couple of flights, the first was short conditions had not yet developed into what was to be a good day.

Al had the fourth flight of the day; conditions were good by this time. Staying airborne was a breeze, one climb was unbelievable, 2500 feet to over 5000 feet at 6 kts average rate of climb. Al flew well, I don't think he could believe the strength of the thermal, actually neither could I!

Igor had his second flight to finish the day, conditions were still good, so we soared easily. We made our way across to the ridge, but it wasn't so good over there, so we headed back into the valley to find another climb. Eventually the rain arrived I had been watching a heavy shower approaching for quite a while. So, we called it a day and joined via the none traffic side. The shower arrived before we could get GNF tied down, so we got soaked along with Ben and Few others.

A good day for all finished off with a nice gin and tonic before dinner 😊





### **Duty Instructor Ivor Woodfield report for Sunday 22 Oct**

For the third day in a row the weather for the day looked like it would be quite flyable. The first flight of the day was for RDW, with Ray taking Ben for a recce flight along the Kaimais as the clouds were lifting off the tops.

Then Ray was up flying again, this time with David Moody in GNF. They were not up for that long, but it seems the flight went very well. *Well, whatever he did earned Ray his A Cat Instructor Rating. Woohoo Well done and well deserved.*

By now the students on the cross-country course were getting airborne and heading south on their task for the day, and a group of solo pilots, including several of our club members, were heading out yet another adventure. Before the day ended, a group of them had managed to complete a great circumnavigation of Lake Taupo with everyone returning safely to Matamata late in the day.

The first student flight in GNF was with Igor, who was keen to practice his aerotowing prior to a flight under tow back to Whenuapai later in the day. The air was fairly unstable, and we were flying behind a Pawnee which gave Igor some challenges, but nonetheless it was excellent practice and Igor flew us successfully to release height. Off tow the lift proved elusive and despite trying out under some promising looking clouds it was not long before we were back on the ground.



Next up was Gaelle, a new and keen club member. She did well on her second attempt ever with the aerotow, and we were soon up amongst some steadily improving lift. After a couple of good climbs Gaelle proved she was able to successfully identify potential sources of lift, and we spent the next little while moving around the area before she took us back down for a smooth landing. Last flight of the day was a first glider flight for Gaelle's sister, keen to find out what all the fuss was about. She turned out to be comfortable in all aspects of the flight, during which we climbed to over 4000' and generally checked out the sights. She was very aware of where she was at all times, and keen to learn all she could about how a glider flies.

Then we were back on the ground and getting ready for our departure back to Whenuapai. By this time our club gliders were being packed away and people were generally getting ready to leave, either that evening or during the next day, while the cross-country course was continuing on during the week. At around 1650 the combination of Peter in RDW and Igor



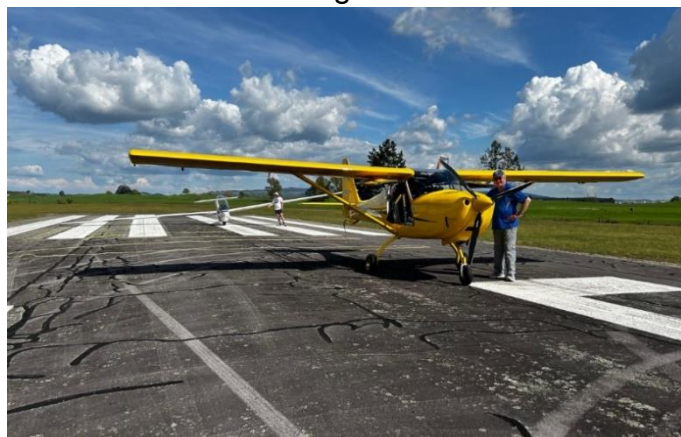
and I in GNF launched from the Matamata Airfield and headed north for Whenuapai. The sky looked very hazy for the start of the trip, but in the event, we mostly had light winds, sufficiently high cloud-base and negligible rain throughout the entire trip. Igor flew much of the flight and generally handled it well. We arrived back in Whenuapai shortly after 1800 to find a much more easterly wind direction and light rain. We were welcomed back by the friendly voice on Ian on the radio describing the conditions on the ground which was much appreciated. It was not long before we had the glider and towplane safely back in the hangar, and after a short wait Steve also arrived with the open trailer and a lot of kit from the weekend, which was also quickly packed away. Overall a good end to an good Labour Weekend Gliding Camp, which had seen lots of good gliding and spawned many excellent stories.



### **Tow pilot report for Saturday & Monday Peter Thorpe**

We gathered at the field at 0800 Saturday morning with the weather looking fine and with Steve Wallace and Ben ready to fly the twin to Matamata. Izzy and Shiv hooked up the open trailer with our gear and departed while we debated which end to use for take-off. The light breeze favoured 08 but the Power Section were using grass 26 for a landing competition so we compromised and used the sealed runway 26 to avoid conflicting traffic. We launched at about 0935 and headed off down the harbour, dodging a few other aircraft for a very smooth trip to Matamata, landing at 1050. The usual briefing on local conditions and then normal club ops began at 1215 and continued steadily until after 10 launches at 1500 I was asked to do a retrieve from Tokoroa airfield where Dash had landed out in KT. With navigation assistance from Kishan and the conveniently located main railway line we soon found Tokoroa and quickly had KT on tow heading back to Matamata. I decided that was enough flying for one day so tied RDW down for the night and had a wee rest before heading into town for the traditional club dinner at the Redoubt. Around 20 people attended for a great meal and night out.

I had a rest day on Sunday but was tow pilot again on Monday. After the usual mighty Marion breakfast, Ray and Ben went for a tiki- tour of the local area in RDW before we commenced normal gliding ops at 1130. After five launches I decided the slight tail wind component that did not bother the Pawnees was making take offs too hard for RDW so I stopped towing and prepared for the trip back to Whenuapai. We were a little concerned the weather was threatening rain



showers so I was keen to get away but as usual it all took time and then finally the locals decided to change ends so it was 1647 before we launched with Ivor and Igor in NF.

Another good trip although a little bit lumpy in places and although the skies were grey and there were a few rain sprinkles we were safely on the ground at WP by 1805. Ian and Tony were there to greet us and we did not have to wait long for Steve to arrive towing the open trailer with all our gear. Soon packed up and off home after a very good soaring weekend.

Cheers,  
Peter

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Steve Foreman went here, there, and everywhere. Clocked up 1100kms & 17 hours flight time over the weekend. A Labour Weekend of Soaring

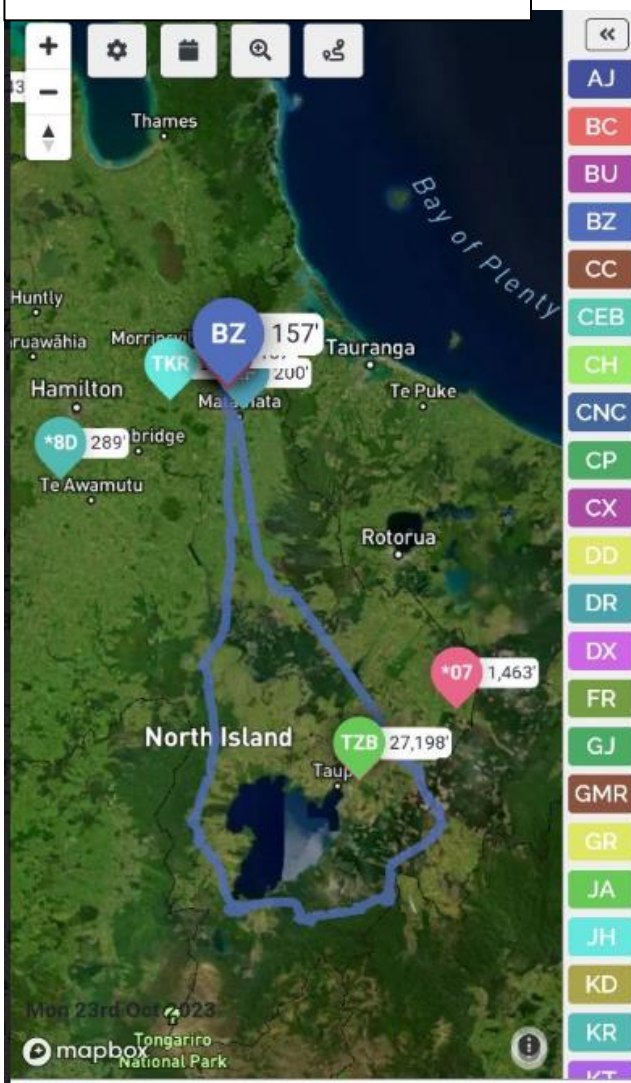
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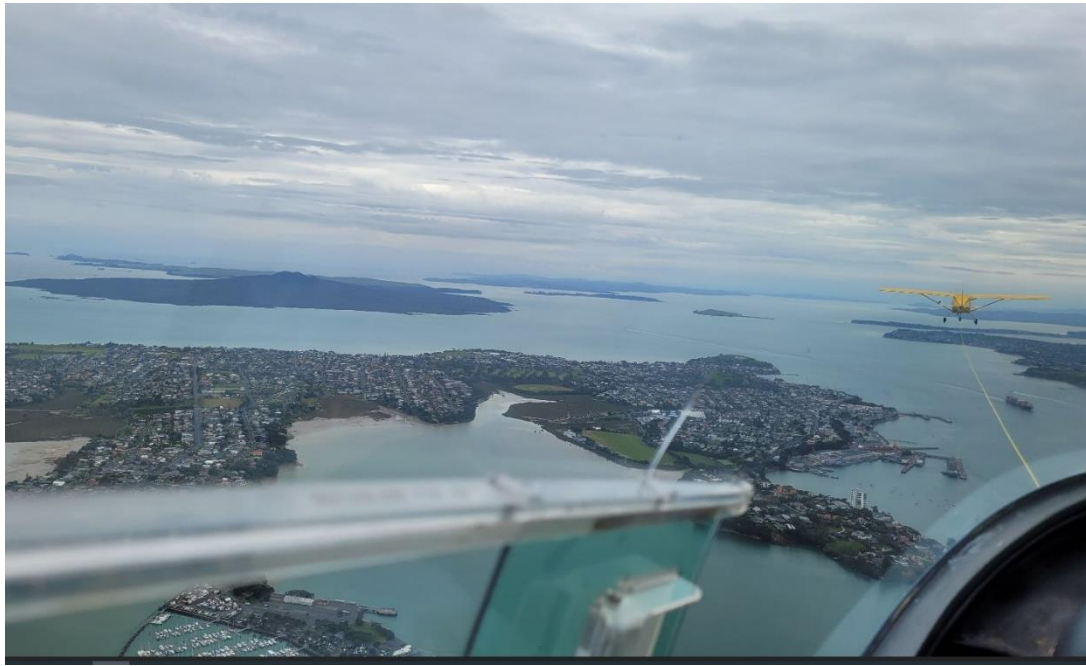




The wise ones of the club.  
Watching the Youngs ones rigging.  
Very Wise

Congrats to David Todd for  
orbiting Lake Taupo and getting  
home. Mighty Effort.







## Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
Oct	28	B HINDS	I BURR	R CARSWELL	PBT
	29	B GAMBARO	R BURNS	P EICHLER	LP
Nov	4	K JASICA	P THORPE	R HEYNIKE	LP
	5	I KHRIPUNOV	L PAGE	D BELCHER	RB
	11	D MCGOWAN	S WALLACE	G CABRE	RB/LP
	12	R MCMILLAN	A FLETCHER	P THORPE	RB
	18	N VYLE	I WOODFIELD	R CARSWELL	
	19	K BHASHYAM	R BURNS	P EICHLER	
	25	I O'KEEFE	P THORPE	R HEYNIKE	PBT
	26	T O'ROURKE	L PAGE	D BELCHER	RB
Dec	2	T PRENTICE	I BURR	G CABRE	
	3	R WHITBY	S WALLACE	P THORPE	
	9	R BAGCHI	A FLETCHER	R CARSWELL	
	10	C BEST	I WOODFIELD	D BELCHER	
	16	S CHAND	R BURNS	R HEYNIKE	
	17	S FOREMAN	P THORPE	D BELCHER	