

WARM AIR 7th October 2023

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday Oct 7	Instructing: Towing: Duty Pilot	A Fletcher G Cabre T O'Rourke
Sunday Oct 8	Instructing: Towing: Duty Pilot	P Thorpe P Eichler T Prentice

MEMBERS NEWS

In this edition of Warm Air

Club News
Weekend Reports
New Roster

Thank you for the pictures, stories and contributions from members

Club News

Wow, an actual long-awaited Coast Day took place on Sunday. Woohoo.

Upcoming Events and reminders

- **Annual General Meeting and Pre-Season Soaring Safety Brief & BBQ.** This will occur on Saturday the **14th of October at 10am (yes Election day)** at our Skyline Garage. It is a mandatory requirement to attend this Safety briefing or receive it from the Duty Instructor prior to any flying!!
- **Labour Weekend Matamata Camp** – the pilgrimage to Matamata on the 21, 22, & 23rd of October.
 - Please contact Club Captain Krish email address (kishan@bhashyam.co.nz) / phone number (0210645648) to indicate if you will be attending and whether you are able to assist with taking the club gliders down or back.
 - **Meals** – Craig has spoken to the wonderful Marion with regard to catering over Labour weekend and she is happy to cater for us as per normal. Availably dinner Friday night. Breakfast \$10 Lunch \$10 Dinner \$20 through to the end of the cross country course which is the filling weekend. Would be good to get the numbers to Marion early, please let Kishan.
 - **A ride back to Auckland** - If anyone is intending to head back to Auckland from Matamata on the Saturday of Labour weekend, please contact Ruan.
 - We hear **accommodation** is scarce, so plan now. Check this link for options <http://msc.gliding.co.nz/accommodation/>

Weekend Reports

30 Sept Saturday –

It was blowing hard and bad. Steve Wallace sent this through....

A gust of 78 knots....likely to blow the tow plane and glider back to the East coast and beyond.

Wahs4Life 17:34 64%

< Back Maori Bay, Muriw

Live Chart Table

15 minutes average Hourly average

WIND (KNOTS)	GUST (KNOTS)	DIRECTION	TEMPERATURE (°C)	TIME
44.3	63.2	↑ SSW	0	17:15
39.4	64.3	↑ SSW	0	17:00
36.7	58.3	↑ S	0	16:45
37.8	62.6	↑ S	0	16:30
48.6	78.8	↑ S	0	16:15
36.2	71.8	↑ S	0	16:00
33.5	57.2	↑ SSE	0	15:45
25.4	41.6	↑ SSE	0	15:30
39.4	63.7	↑ S	0	15:15
41.6	67.5	↑ S	0	15:00
37.8	67.5	↑ S	0	14:45

1 Oct Sunday– Steve Wallace Reports

Finally, a coast day. First one noted in my logbook since May of 2022. After a couple of previous attempts earlier in the year which were abandoned due to the weather being not quite right Ben Gambaro got his day on the coast. I'll let Ben tell the story below. Nice to have the company of Craig Best in ON and Dave Todd in BZ.

A thanks to the WP Tower and the ground crew monitoring progress on their respective radars and Flight Radar 24 apps. One of the advantages of ADSB with real time tracking.



Craig Best - West Coast Day – All by myself



Steve emailed the night before (is there anyone keen to go down the coast) well it did not take me long to answer. Did the normal breakfast thing with Ray and Adam then meet Steve W, Dave T and Ben at the field, got the aircrafts ready then set off. Steve and Ben first then me and then Dave. After releasing I flew up to Muriwai to start my task then meet up with Steve at Piha then over the Manukau Heads crossing and down to Port Waikato were Dave over took us like a rocket, him and Steve got across, while finding height to to cross a bit of a rain squirrel came through and closed the door for me so I flew back to Manukau heads and back down to Port Waikato a few times having a ball on the ridge then crossed back over the crossing to Muriwai were I hung around waiting for a cloud street to form which came from out to sea then flew back to the airfield with plenty of height. I might not have got to Raglan but for my first flight on the coast by myself I am really happy with my achievement and had an awesome flight and still more to look forward to, making it to Raglan.

Tow Pilot report for Sunday 1 Oct 23 – Peter Thorpe

I was buying my lunch at the BP when David Todd appeared and said it was a West Coast day with three keen candidates. At the field Duty Instructor Steve Wallace was encouraging Ben Gambaro to DI the twin while Craig Best was busy rigging ON and David was doing the same for BZ. First launch was at 1113 with Steve and Ben in NF and Tony Prentice with me in RDW to provide some ballast.

As usual for strong SW conditions the take-off was a bit rough and the initial climb pretty slow but we got to 2500' before Muriwai and I had to reduce power to stay under the airspace limit. A quick trip back to pick up Craig in ON and a much easier climb for us with the lighter single seater. Craig's first solo trip to the coast so he was naturally a little reluctant to release from tow until he was sure he would get established but he eventually let go and then admitted later that he was then too high. I think we have all been there and done that.

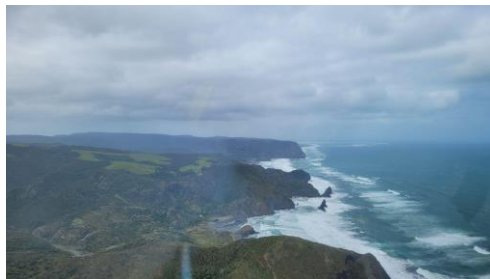
Finally we picked up David in his big wings and we soon had all three gliders heading south towards Raglan.

Not much to do then but eat lunch and watch the gliders' progress on FlightRadar24. The tower came on watch for a King Air arrival but the controller was our old friend Adam Lawson who was well aware of what the gliders would need for the return leg from Muriwai. BZ and NF went all the way to Raglan while ON decided to turn back earlier and then spent some time gaining height for the return leg at Bethells Beach. ON arrived back at 1427 soon followed by the others. Time to wipe the salt spray off the aircraft and spray some WD40 on the metal parts and then it was off home. I think this was the first West Coast run for 2023.



Ben's first run, *And here is that wonderful story and photofest courtesy of Ben and his Dad standing on the cliff tops of Piha in the elements. Well done Ben*

I had looked at the weather forecast on Friday and Saturday and noticed it looked promising for a coast day on Sunday. I messaged Steve and he also thought it was looking good, so we planned to give it a go the next day. Sunday morning the sky looked clear out to sea and when I arrived at the field, Steve had decided the conditions were good and Dave and Craig also had their gliders rigged with the plan to fly the ridge. A little while later we were on the 26 threshold ready to launch. There have been a couple of times in the past when Steve and I planned to fly the ridge but had to cancel the flight at the very last minute due to the weather not being quite right, so I was very excited we were ready to launch for real this time. The tow was a little worrying with a poor climb rate and some light rain, but once we reached Muriwai beach it was beautiful blue skies and I could see only the ocean out of the canopy. While flying over Muriwai Steve pointed out that we could see many of the large slips from Cyclone Gabriele, and it was sad to see houses completely flattened in rubble with trees sticking out the windows. There was even a large pool, that due to a slip below is now completely on the edge of a cliff.



Next, we headed towards Piha where my parents were waiting for us on one of the Mercer Bay cliff lookouts which are just south of Piha beach. While flying over Piha I managed to spot my house, and shortly after we were on the steep cliffs of Mercer Bay. With the suspected lookout in sight and while waiting for Craig in ON, Steve did some incredible flying with steep turns followed by many close passes over the lookout where we were so close I could recognize my parents. They were extremely impressed and my Dad got a couple of awesome videos. Here are some freeze frames from the videos.



After the fun at Mercer Bay, we continued on past Karekere and Steve climbed up to 1500ft at Whatipu for the Manukau harbour crossing. Once we were on the Manukau heads, we were able to fly at around 90kts without losing any height and this was the first place Steve let me have a go at flying on the ridge.

To be able to fly at such speed while effortlessly being able to rise upwards along the ridge felt like magic to me and banking side to side to follow the contour of the ridge was such an incredible feeling, I almost felt like a fighter jet flying through a tight valley under the radar.



After a while, Steve took back control and I recorded a video of his flying. Here are some freeze frames.



The next crossing was at Port Waikato, we had to be extremely patient, but Steve managed to as he always does climb up in the weak lift available to the required height. I got to fly the crossing, and then fly up and down the steeper part of the ridge at the south end of the crossing before we continued down south for Raglan. We reached Raglan and as that is as far south as we can go, Steve and I took turns flying back. I didn't manage to record one of the best parts of the flight but on the way back Steve flew low again, this time over the sand dunes as well as the beach and it felt absolutely unreal. We managed to without fail turn everybody's head that we flew past, and many were waving and pointing. It must have been an incredible sight to see from the beach. We also flew past some dirt bikers who were sitting on the edge of a cliff in the middle of nowhere waving at us, so Steve decided to say hello and flew multiple passes. There was also someone having a peaceful picnic on the edge of a grassy hill and we did the same thing again.

Once back at Piha Steve climbed to 2500ft over Te Ahuahua road and we headed back towards Muriwai.

With clearance from the tower we started our final glide back to Whenuapai. We weren't able to fly direct to the field as there was a departing King Air, so we had to fly around to Riverhead. With a thermal on the way there this wasn't a problem and we arrived at Riverhead around 2000ft. Once landed we had a total flight time of 3h 30m, which is definitely a record for me, and I would say I flew around 40% of it so I am really happy with that.

Thank you to everyone on the ground who helped make the flights possible, as well as Peter for towing us. Also thank you Steve for taking me on the most incredible flight I have ever had, and I can't wait to go back. I would say that flying on the West Coast Ridge is one of the best things I have ever done.





Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
Oct	7	T O'ROURKE	A FLETCHER	G CABRE	
	8	T PRENTICE	P THORPE	P EICHLER	
	14	R WHITBY	R BURNS	G CABRE	
	15	R BAGCHI	L PAGE	P THORPE	-
Labour Weekend	21	C BEST	S WALLACE	R HEYNIKE	
	22	S CHAND	A FLETCHER	P THORPE	
	23	S FOREMAN	I WOODFIELD	P THORPE	
	28	B GAMBARO	I BURR	R CARSWELL	PBT
	29	B HINDS	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	

