

WARM AIR 11 / 12 Nov 2023

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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Bank Acct 38-9014-0625483-000

Saturday 11 Nov	Instructing: Towing: Duty Pilot	P Thorpe G Cabre D McGowan
Sunday 12 Nov	Instructing: Towing: Duty Pilot	I Woodfield P Thorpe R McMillan

MEMBERS NEWS

In this edition of Warm Air

Club News

Weekend Reports

Roster

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

Club News

Upcoming Events and reminders

Whenuapai Air Scouts Troop

Being community minded, we (that's the royal we) have agreed to host a short visit to the club Hangar from the Whenuapai Air Scouts Troop, on the evening of the 23rd of November (1800 to 2030). In the past Ivor has been good enough to provide a second pair of hands (and eyes) to help but unfortunately he is unavailable on that day.

If anyone has a spare hour or two to oversee and answer questions and so on, can you please give me (Ray) a call (021 2770115).

On the maintenance side:

If a canopy, tailplane, wheel, or any other part of a glider is removed from a rigged glider it needs to be signed off in the DI book.

Important parts such as a wing or tailplane require two signatures as for rigging and put a note as to what part/s were involved and why.

Also check if a DI has been signed off prior to something being removed, as that person's signature validates that the glider was ready for flight.



The first item to check during your DI of a glider is the blue centre page of the DI book for expiry dates - Annual inspection, supplemental inspection (club gliders), transponder and altimeter tests, and review of airworthiness.

Motor gliders will also have extra items such as life items, and time or cycle limits to keep within.

Also check the minor defect page and major defect page in the DI book.

Cheers Derry

[Central Plateau Contest November 2023](#)

Several members are competing at the Taupo this week. Check the link above to see how David Todd and Steve Forman are doing.

Round the Lake

Should also note Steve Forman rang very excitedly a week or so back to inform me he had just flown around Lake Taupo having departed from Matamata. Well done that man, who also joins David Todd who also recently went round the lake over Labour Weekend. Now there are apparently not that many who have done that in gliding, and it is more a recent adventure I understand. Probably best to have a turbo to back you up on this run. Great stuff chaps.

Weekend Reports

Duty Instructor Peter reports for Saturday Nov 4

Ray Burns was up bright and early as always and texted to say he had drawn the key so he could take RDW for a flight. He was airborne by 0931 while the rest of us prepared the twin for what was looking like a busy day.

Nobody was keen to rig MP so we left it in its box and set up on 26 with NF, VF and BD. First launch for me was soon after 1100 with Michal Weyna who had not flown for a while so we focused on general handling and coordination while he found his flying feet again. Then came two trial flights before Gaelle Stanford showed she is learning well and is refining her landings.

Tony Prentice went off in BD and then Ben Gambaro and I went to 2500ft so we could practise some lazy eights and finished with a demonstration loop. Then I took Ruan's folks for a trial flight followed by Marley Kuys who was also coming back after a wee break from flying.

Next was Clemson Cheong who was taking his second flight on a temporary logbook so we did some basic effects of controls and coordination work and then my last flight for the day was with Oceane Stanfield, who is Gaelle's younger sister also having her second ever flight.

Craig Best kindly took Bob Stanfield for a flight and by then it was 1800 hrs so it was time to pack up and head home after a busy day of 12 launches of which 10 were me in the twin.

My thanks to Kazik who manned the desk to the end and helped put aircraft away.

Duty Instructor Lionel reports for Sunday Nov 5

Sunday morning was a cracker - but not too many members were there to get things moving. Craig, Kazik, and Ian were the early birds, but Craig and Kazik needed to sort things with Kazik's plane - so there was only Ian, Derry and myself. Derry was sorting out RDW and completing currency circuits having been away for a few weeks.



We then had an influx of visitors and things got a little crazy, but it all turned out okay once a few more members like Al, Neville and Roy arrived and helped herd the cats.

Ian was up first in NF to get current as well - we released at 1,500ft and were soon up to 3,000ft - going to be a good day!

Izzy had a very rewarding flight taking a passenger *who has Cerebral Palsy, who had such a wonderful zest for life and adventure*. They were also incredibly patient as we had to change ends due to a changeable wind direction that favoured 08. They both enjoyed themselves and had a wonderful 36-minute soaring flight.

Next up was a couple of my friends who had been wanting to fly for ages. Tony took GBD and said it was one of those days you struggled to get down.

Shiv took VF for a nice long flight too - Well done.

Izzy again helped me with an instructional flight for Al, after which I took Tomoka Bando (Japanese pilot) for a flight. She handled it marvellously. *Yes welcome Tomoka, keep a lookout for Tomoka who is joining the club. I believe she soars from the gliding club in Takikawa in Hokkaido. I did not know much about soaring in Japan, but found this video clip [Flying in Takikawa Hokkaido | Travel in Japan - YouTube](#)*



The last flight of the day was Michal with loads of turning to get the hang of balanced turns.

The morning and early afternoon were awesome with plenty of lift to 4,000ft, while the late afternoon became a bit more challenging - all flights were in excess of 30 minutes - bring on summer!

Thanks everyone for another great day out at the field - nice to be back soaring.

Derry reports from the front end

The day started for me doing three circuits in RDW to get current after not towing for three months.

To begin with, the wind was light and somewhat variable with an average SE quartering tailwind, but as it was forecast to favor runway 26, the caravan was set up for this.



By the time I had completed my circuits the wind had veered around to the SW for the first flight, which launched satisfactorily with a headwind component, but as we prepared for the second flight with NF, the wind backed and increased in strength, effectively stopping our flying. A quick phone call to base ops was done to advise we would do one tow from the 08 end while reassessing whether to change ends. The flight was launched, then the wind settled down again, allowing us to remain on 26 for the rest of the day.

We were a little short of club members to help out on the flight line for a bit but eventually more turned up to help.

It was good to be back towing again. Thanks to those that helped keep things moving, and to Ian for replenishing our fuel for the towplane.

Derry





Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
Nov	11	D MCGOWAN	P THORPE	G CABRE	RB/LP
	12	R MCMILLAN	I WOODFIELD	P THORPE	RB
	18	Cover Needed	A FLETCHER	R CARSWELL	
	19	K BHASYAM	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	