

WARM AIR 18 / 19 Nov 2023

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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Bank Acct 38-9014-0625483-000

Saturday 18 Nov	Instructing:	S Wallace
	Towing:	R Carswell
	Duty Pilot	C Best
Sunday 19 Nov	Instructing:	R Burns
	Towing:	P Eichler
	Duty Pilot	K Bhashyam

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

De-Rig of NF Sunday

Folks we need a team to assist with the removal of wings on NF Sunday this weekend. Her wings are heading to Sailplane Services to have some inspection holes installed to allow us all to visually check the aileron rods and connectors as per a maintenance requirement. Derry will deliver to Drury on Monday. So, a few hands to help. Due to pending forecasted wet weather this weekend we will send an email out to confirm when this will be done.

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 following dates due to other Base operations.

2 Dec Tandem para descents on Saturday 2 Dec from the C208 aircraft all day.

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.

Electronic Time Keeping Computer

As you know our cool magic online time keeping computer and system is very cool and is a great tool. However, we had a couple of jitters with it last weekend not having sufficient battery charge and going flat. So, should this take place you can use your mobile phone to record flights. But you can also charge it via your car. There is a transformer mounted under the desk where all the plugs are situated. You need to take the charger from the computer and plug it into the unit and take the cord and plug it into a vehicles auxiliary port. This will allow the computer to charge. We will get some pictures to show this more clearly.

Christmas Holiday Flying

Planning in underway to set up a roster for flying over the holiday break. So confirmation will be confirmed and advised prior to Christmas.

Weekend Reports

Duty Instructor Peter reports for Saturday Nov 11

I arrived at the field to find Gus waiting as he wished to take a friend for a fly around the city before gliding. That was fine so he set off while we DI'd the twin and set up the caravan on 26. My first customers were twin sisters Catherine and Serena and we launched the first at 11:19. First flights for both so it was mainly area familiarisation and some effects of controls. Tony Prentice went off in BD at 12:12 and he stayed up for over two hours so there was some good lift to be had.

Then Ben Gambaro and I went and did some more lazy eights so we could sign off

on his training program. Kazik tried his hand in VF and was away for more than an hour while Marley Kuys and I did some spinning and spiral dive demonstrations. At about then Ivor kindly relieved me while I ate my lunch. He took Fedor Fox and Cooper Clay for their introductory flights while Ben went off in VF. The final flight was me and Archie Skelton doing a trial flight. All on the ground by 1700 so we packed up and went home after 10 launches for the day.



Duty Instructor Ivor reports for Sunday Nov 12

Sunday started with breakfast in the local cafe, where I was joined by Lionel and Peter. As we were finishing up, we learned that the ATC cadets were at the gate, so started moving off to open up the field.

While Lionel headed off to the 'red' hangar to prepare the 109, I opened up the 'green hangar, and before long we had Igor and his two young sons, together with a friend, Fedor and his father Andrew, Tony, Derry, Ian and Kazik all assembled and ready to help get things out and checked.

It was not long before we had the caravan out at

the threshold, together with several gliders, and we were ready to go.



By now some of the ATC cadets had decided that they would like a flight in our Twin 103 as well as in the ATC 109, so two of them were scheduled to go first. Lionel launched first in the 109 at 1100, and worked through all the cadets over the next few hours.

My first flight was at about 11.20 with the first cadet and after a brief and pleasant flight, I landed to find that the rest of the day Ray would be working through his initial tow pilot training, and would be towing the next flight, again with an ATC cadet. Ray was handling the

towing well, and would go on to tow throughout the day.

My next flight was with Igor, who managed the launch well despite the 'bumpy' conditions, and we had a good flight overall, with reasonable lift becoming available. By this time, Tony was up in GBD and Derry was up in GMR, both of whom went on to have good long flights.

Then it was the turn of Kazik in GVF to test out the conditions. He also managed a good flight although by now the sky was getting more blue, and the lift that was there was getting harder to find.

By now the remaining couple of ATC cadets had decided they would not be flying and so the next flight in the twin was a trial flight for an ex. police diver who had spent time in helicopters locally and knew the area well from the air. He was very impressed with the whole experience of gliding, which he thoroughly enjoyed, and left saying he would be encouraging other members of his family to take up the sport as soon as they could.



The next two flights were with Ian, who was returning to gliding after quite a period of not flying, and was working on his currency. He had recently done some good flights in GNF and was wanting on this occasion to regain his back-seat currency. We had two good flights, where he showed that his time away had not diminished his gliding skills, both of which were most enjoyable. *Three flights if you include my bounce on the first landing. Never done that in my 30 years of gliding. Glad the muscle memory went straight into recovery mode. Nailed the second landing.*

It was now closing on 1600. The last of the singles had just landed back, and the 109 was being put back into its hangar, not too trivial a task. The next flight for the 103 was with Fedor, for whom it was just his second flight, so we spent time focusing on straight and level flight, with some turning as we came across the odd thermal.

Overall a good flight for Fedor, with some good flying skills being developed. Next up was Gaelle, who was wanting to practice stalling, which we managed to do plenty of, together with the odd climb where we could find it. Gaelle is progressing well and learns quickly. She finished the flight with a good circuit and return to the field.



The final flight for the day was again with Fedor, who showed he could control the glider well in level flight, and we also spent some time working on improving turns. He made some good progress, although with the lift fading out the flight was not that long.

Once we got back to the hangar things had mostly been packed away, so it just remained to put away the twin and close everything down. Ray and Peter were taking the tow plane out to Parakai, where it would spend the week being serviced. Overall a total of 21 glider launches for the day, and lots of happy pilots. A big thank you to those people who ran things from the caravan all day, ensuring things went smoothly. In particular Kazik who worked tirelessly throughout the day, Ian who did likewise and Fedor who kept the caravan and the logging system going throughout. They, along with Jonathan, were there until we locked up for the day at well after 1800, so very much appreciated.

Duty Tow Pilot report for Sunday, Peter rides shotgun

I joined Ivor and Lionel at the Café for breakfast, but they were ahead of me and Lionel had to rush away to let the early bird ATC cadets in through the gate. Ivor soon followed so I had a leisurely breakfast and then went to the hangar. Ray was keen to do some flying in RDW so I left him to it while I went and filled the fuel containers. Lionel was busy flying cadets in the motor Grob while Ray and I started his tow pilot training. I rather dropped him in the deep end thinking that with his glider and motor glider experience he would not need much instruction, so I left him to get on with it while I sat and watched and gave some verbal



assistance. In retrospect that was very naughty of me and I apologise to Ray and the club members who received less than ideal tows. I will do better next time.

Quite a busy day with six launches for the motor glider and 13 for club gliders. No wonder poor Ray was knackered, and then he had to fly RDW to Parakai for a scheduled 100-hour servicing.

Cheers,

Peter

Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
Nov	18	C BEST	A FLETCHER S Wallace	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 No Fly	2	T PRENTICE	I BURR	G CABRE	-
	3	R WHITBY	S WALLACE	P THORPE	
No Fly	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	