

WARM AIR 21st December 2023

Aviation Sports Club Gliding Newsletter

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

Bank Acct 38-9014-0625483-000

No Flying this Weekend

Saturday 23rd Dec	Instructing: Towing: Duty Pilot:	Shopping Finding a car park Over it
Sunday 24 th Dec	Instructing: Towing: Duty Pilot	forgot that present Need another drink Oh too merry



MEMBERS NEWS

In Warm Air this Week;

- *Club News*
- *Weekend Reports*
- *2023 Pictorial*
- *Roster*

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

Club News

Aircraft Serviceability

Everything is up and running....woohoo.

New XMAS / New Year Holiday Roster

Gliding operation will commence from the 27th Dec thru till the 8th January. A holiday roster is at the end of this Newsletter.

Important - If you want to fly over the Holiday period, make sure you notify the **assigned duty instructor** the day **BEFORE & Prior to 1500hrs so they can notify Base OPS**. Go to www.ascgliding.org and [members area](#) to obtain contact numbers. If you get stuck, please contact Warm Air and I will advise you how.

Please note that all flying must be complete at 18:00hrs each day.

New Roster

A new roster covering Jan – March is posted at the end of the newsletter.

Warm Air Newsletter

Yep, we will take a break and be back in touch on the 18 Jan 2024.

Auckland Gliding Club Competition

Several members will be competing in this competition from the 1st Jan – 8th Jan. So, if you would like to see a comp in action do pop into the Auckland Gliding Club at Drury. Or follow on [Soaring Spot :: Home](#) or [Gliding New Zealand](#)

Weekend Reports

Sat 16th Ray Reports

Gosh, it feels like forever since I had a day on the field doing "real" instructing.

After yet another week of dubious weather Saturday was a very nice day with light westerlies.

Good to see Logan back (briefly) for a little Xmas flying. He shared the twin with Jonathan, Feodor, Michel, and Al. Lionel flew the pants of GNW until a chip on the propellor gave us all pause (literally!) and an end to flying.

There was reasonable lift to be had and Steve and myself both took trial flights up, whom both enjoyed the process.

Craig and Tony both took to the air and had good long flights.



Sun 17th Peter Thorpe Reports

Lots of keen flyers appeared at the field with even the private owners preparing to rig. First up was me with Michal Weyna when we did lots of rolling in and out of turns practice while Lionel Page was briefing David Moody the GNZ NROO for an A cat instructor upgrade check flight. Lionel and David then went flying while private owners Tony Prentice, Craig Best, Andrew Fletcher and Ian O'Keefe all launched. Then it was my turn to try to impress David with my skill and knowledge. It was not my best performance, but David was very generous and awarded both Lionel and myself a pass to be A cat instructors. While I was flying, Lionel took Ben Gambaro, Marley Kuys and Logan Chalmers flying. I then went home to prepare for a trip to Matamata towing NF in its trailer. I rushed back at about 5pm thinking I would be holding people up to find they had barely started to derig NF. An hour later after the committee of experts led by Derry had rearranged the weight distribution a couple of times I set off for Matamata. On to the motorway at



Hobsonville and immediately the trailer began a snake dance so I stopped and was joined by Derry and Ivor who had followed me. More rearranging of fuel containers to the front of the trailer and I set off once more, this time in a more or less straight line. At 90kph the snaking started again but by sticking to 85kph I was able to get to Matamata in one piece. Ray had already flown RDW down and had organised a late meal for me so we were all ready for the start of the GNZ Youthglide camp. So far as I write this on Thursday morning we have been flying our socks off. Yesterday we flew 61 flights and I towed 22 of them so I was knackered, but it is all great fun.

Warm Air – Is back

It was great fun to get the ASW28 up and soaring again after a 10-month hiatus. I joined the Mosquito duo of Andrew and Craig. We were all a little out of currency so a run North, although inviting was not attempted. However, a lot of fun soaring North of Orewa, west of Waitoki and everything in between. The Mossies were looking impressive as they would sweep into thermals. If only I played the Movie theme music from 633 Squadron. The Mossie crew were keen to trial their inflight relief systems, however due to some kinks in the piping, they aborted. And more importantly no incidents resulted. Having flown for a couple of hours in the buoyant sky we returned to base. I took a second flight with the intention of doing a circuit to get some field landing practice. Derry towed us to a 1000ft into a whoppa of a thermal. Which I took and would allow him to complete his landing circuit. Not long and I was at 3500ft. The best aerotow and bang for money ever. Logan took NF for a solo flight and bang hit that thermal and climbed like a home sick angle to 3500ft as well. While he did that, I landed and everyone started de-rigging and packing things away and prepping for NF's return and de-rig.



Air Training Cadet Week – Izzy Reports

The annual Cadet National Gliding Course was recently held in Matamata from the 11-15th December, and this year I went down with NF to instruct on it for the first time. I had been looking forward to it for a while having been on it as a student in 2016 and attending as Cadet Force staff a couple of times previously. I had 4 people in my syndicate, one of whom has just joined our club, so I'm looking forward to seeing him back flying over the summer. The weather gods were mostly nice to us for the week and we flew every day. The wind was rather strong early in the week resulting in ridge days on both Tuesday and Wednesday which provided some exciting flying for the cadets, unfortunately this made teaching circuits slightly more difficult due to the rough conditions and heavy sink. We seemed to have upset the towplane gods though as unfortunately CNC's start motor refused to disengage following afternoon tea on Monday and we didn't get it back working until Friday afternoon. Tauranga kindly lent us an extra towplane for a few days but it had to return after lunch on Thursday, leaving us only 1 towplane with 5 gliders conducting circuit training. As a result we only ended up with one first solo who had done some gliding at his own club, however everyone seemed to enjoy themselves and many left with intentions of taking up our sport. We also had a special guest on Friday, with the DC3 from Ardmore paying us a visit to conduct a charter flight with some Waikato locals. It was pretty cool watching it land next to us as we were waiting to launch. Overall, it was a successful week and I thoroughly enjoyed taking my students from not being able to fly in a straight line, to all of them being able to fly a circuit including the tow and landing. Hopefully my new employer is willing to give me a few days off next year to head down again!



AAA+ Rating -

"A Cats tale (tall?)" Sunday 17th December.

On Sunday, Auckland Aviation Sports Club (Gliding Section) became Triple-A rated, Lionel and Peter being awarded their 'A' Cat instructor's ratings, following Ray's recent acquisition of that supreme accolade. David Moody ventured north from Drury to award the Triple-A rating. His better-known namesakes abroad have graded New Zealand as AA+, Australia as AAA, the USA as Aaa, and the UK as Aa3, so with AAA+ (the plus refers to our other instructors slightly below the coveted 'A'), ASC (GS) tops the world! However, the Duty Pilot now has to herd 'A' Cats.....

David's new logo, with apologies to the USA



Moody's Analytics

Jonathan



We should Drink to That.....

An anniversary commemorated

Sunday 17th December marked 120 years since Orville Wright made their epochal flight at Kitty Hawk, North Carolina. Whilst it is sometimes said that it was "only one-hundred and twenty feet lasting just a few seconds", as the day progressed Orville and Wilbur made flights of 175' and then 200' before, on the fourth flight of the day Wilbur mastered what appears to have been pilot induced oscillations and covered eight hundred and fifty-two feet in fifty-nine seconds. With a wind speed of 22 knots, their groundspeed was under five knots. The 'Flyer' suffered minor damage on that landing, but then major damage as it was being carried back to the launch rail and a gust rolled it over.

Their 'Wright Flyer' never flew again, but four distance and endurance records were set, photographic evidence obtained, the first ever 'Official Observers' (Government Coast Guards stationed nearby) verified events and the first (powered) crash survived, not a bad days effort. This was all reported to the "*Daytona Times*" which thought it unworthy of publishing but at least filed it 'for the record'.

Very sensibly, the Wright Brothers had already been flying gliders of similar configuration for six years, and indeed went back to gliders later. They did not really father the powered aircraft as we know it, Glenn Curtiss and Louis Bleriot jointly taking that accolade.

On Saturday (intentionally, he says) my bounce emulated their efforts, and would probably have been a fifth record at over three-hundred metres!



1902 Wright glider

Well, we end 2023 – Again a Challenging Year with not the best of soaring weather. However, we have managed to do well as a club. So, a quick pictorial review of the Year.

Our thanks to the “workers”

Whether it was trailers or tractor repairs, hangar housekeeping or glider maintenance members have pitched in. Some have of course gone the extra mile. So, a big thanks to you.



To the Achievements



To the Towies



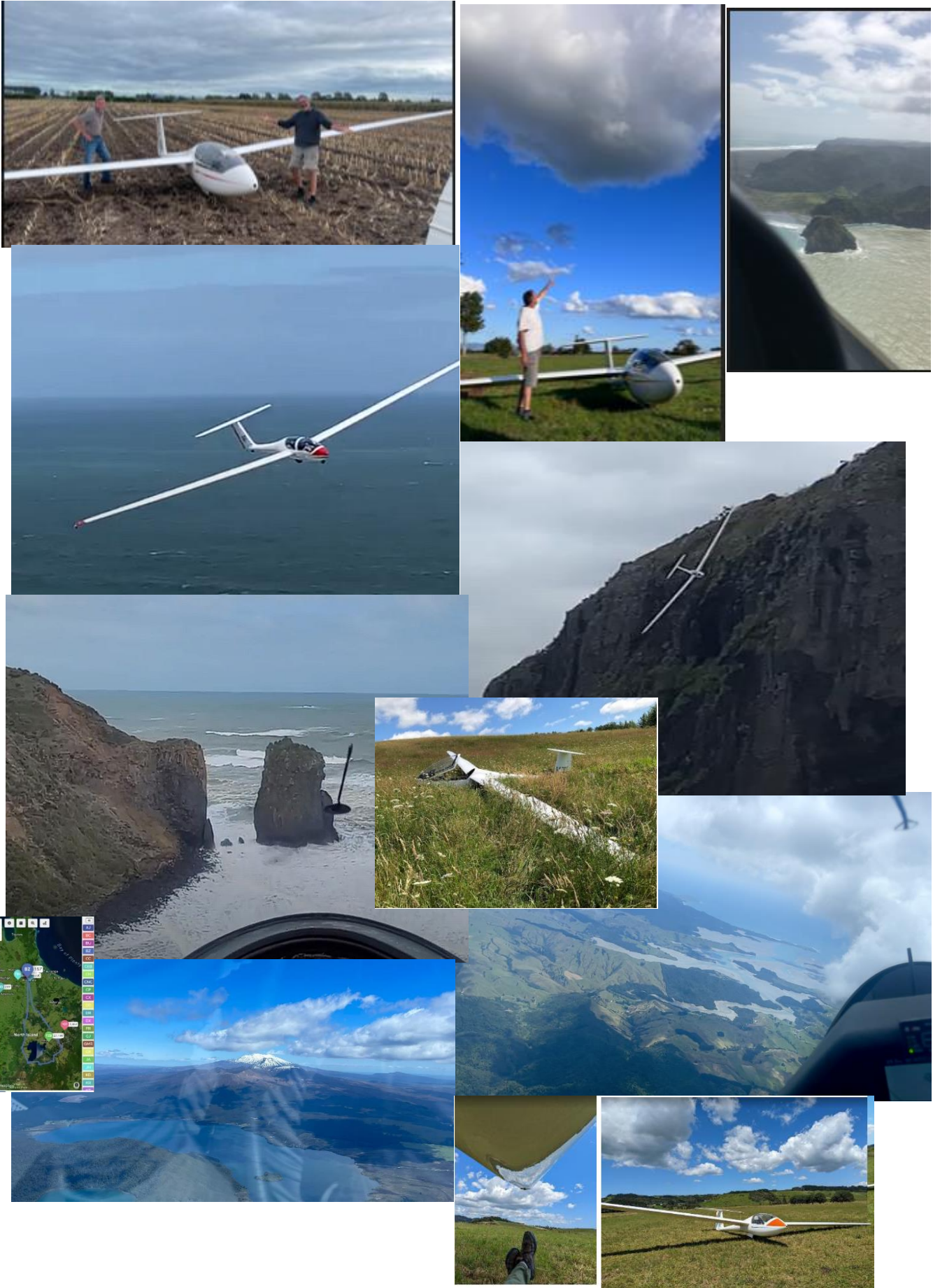
To the Instructors

Who give their time, knowledge freely & guide and coach all of us to be better pilots and give us the freedom of soaring.



To the Adventures

Soaring North, West, South, landouts here and there, there was adventure for everyone



To the Friendship, Laughter, Fashion and Camaraderie





So there goes another year.

May you, your loved ones have a wonderful Christmas, and may 2024 bring great joy and more soaring adventures and achievements.

Thank you all for sharing your stories, photos and enthusiasm for gliding and your fellow members. See you in 2024.

Best Wishes

Ian

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Dec	27	B GAMBARO	I BURR	P THORPE
	28	B HINDS	S WALLACE	R CARSWELL
	29	K JASICA	R BURNS	P EICHLER
	30	I KHRIPUNOV	L PAGE	D BELCHER
	31	D MCGOWAN	P THORPE	R CARSWELL
Jan	1	R MCMILLAN	A FLETCHER	P THORPE
	2		I BURR	D BELCHER
	3	K BHASHYAM	S WALLACE	G CABRE
	4	I O'KEEFE	R BURNS	R CARSWELL
	5	T O'ROURKE	P THORPE	D BELCHER
	6	T PRENTICE	L PAGE	P THORPE
	7	R WHITBY	A FLETCHER	P EICHLER
	13	R BAGCHI	I WOODFIELD	G CABRE
	14	C BEST	I BURR	R CARSWELL
	20	S CHAND	R BURNS	R HEYNIKE
	21	S FOREMAN	L PAGE	D BELCHER
	27	B GAMBARO	A FLETCHER	G CABRE
	28	B HINDS	I WOODFIELD	R CARSWELL
	29	K JASICA	R BURNS	R HEYNIKE
Feb	3	I KHRIPUNOV	R BURNS	D BELCHER
	4	D MCGOWAN	L PAGE	P EICHLER
	6	R MCMILLAN	I BURR	G CABRE
	10		I WOODFIELD	R CARSWELL
	11	K BHASHYAM	L PAGE	P EICHLER
	17	I O'KEEFE	S WALLACE	R HEYNIKE
	18	T O'ROURKE	I BURR	G CABRE

	24	T PRENTICE	A FLETCHER	D BELCHER
	25	R WHITBY	R BURNS	P EICHLER
Mar	2	R BAGCHI	I WOODFIELD	R HEYNIKE
	3	C BEST	P THORPE	G CABRE
	9	S CHAND	L PAGE	P THORPE
	10	S FOREMAN	S WALLACE	D BELCHER
	16	B GAMBARO	A FLETCHER	G CABRE
	17	B HINDS	R BURNS	P EICHLER
	23	K JASICA	I BURR	R HEYNIKE
	24	I KHRIPUNOV	I WOODFIELD	R CARSWELL