

WARM AIR 24 Feb 2024

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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Bank Acct 38-9014-0625483-000

Saturday 24 Feb	Instructing: No Flying Towing: Duty Pilot
Sunday 25 Feb	Instructing: I Woodfield Towing: P Thorpe / R Burns Duty Pilot R Whitby

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

Okay quite a lot to peruse in this newsletter. A few hmmm and oh-both items, and a few well done's and stories.

Parachute Operation – Every Saturday – Gliding at NZWP Cancelled on Saturdays only

The club has been informed this week that the Air Force will be conducting Parachute Operations every Saturday throughout Feb and March, commencing this Saturday. Based on current information these ops will continue through till 15:30 most Saturdays and this will preclude Glider flying activities. So, Saturday Gliding is now cancelled, unless Parachute Ops are not taking place and we are informed in time. **Sunday Gliding operations will continue as normal.**

It is a shame and out of the blue. However, the committee, instructors and towies are considering if there are other options e.g. flying from Drury or Springhill, that can be taken throughout this period. If you are rostered on for those Saturday, please keep them in the diary as you may still be called upon if we are provided sufficient notice or flying at other airfields. We will keep you posted.

Security - The Fire Gate

The club has received **instructions** from **Base Security** to ensure the outer **White Access Gate** is closed and latched at all times during our gliding activities. Please close immediately after use of vehicles and people. It does not need to be padlocked but put the hook through. Ensure this is the case from now on!!

Tractor Caravan Towing

Having been Duty Pilot last Saturday, I was chauffeured like a royal king in our luxurious carriage and dragged along by our mighty steed the Yellow Tractor to the 08 launch point, and at the end of the day back to the hangar. The suspension of the Royal Carriage (caravan) is soft and bouncy, and it is so interesting to observe everything move in unison (walls, cupboards, radio, timesheet computer, documents and anything not tied down) to the bumps and humps of the ground being driven upon. However, at a certain speed which in many respects is still slow, things begin to fly, fall, crash and bang and to the point where you wonder if you or the caravan will make it. I slowly removed myself from the wreckage intact. My message to the tractor jockeys is keep the speed down and choose your route carefully to preserve the caravan, the contents and any royal occupants. And from time to time have a look back to see you still have a caravan still with you.

Achievement and Congratulations

Congratulations to **Ben Gambaro** on completing his Silver C while down at the Vintage Kiwi fly in at Matamata. (see story below)

Congratulations to **Ray** for successfully completing his tow pilot rating. As you can see from the photo, he has been given the rookie tow pilot cloth and bucket to confirm he has passed the test.

Congratulations to **Lionel** for completing a X-country of over 100miles and taking 30 or so hours to complete. Oh, this was not done by glider, but by running the Tarawera Ultra Trail. Well done you crazy man.



Obituary - Robin Germon

A past member, Robin Germon, died peacefully in Thames last Tuesday morning. He was a member of ASC Gliding as a tow pilot in the 1980's and some may remember him flying the bright yellow Volmer Sportsman amphibian that was owned by the late Tony Lynch and Max Brister when the club operated from Hobsonville.

He was passionate about homebuilt aircraft, building a Kingfisher amphibian and a very updated HM16 tandem wing Flea.

Robin worked at the Parkes Radio Telescope Dish facility in Australia and played a role in televising images of the Apollo 11 moon landing on 20th July 1969.

His memorial/celebration service is being held in Ngatea this coming Saturday 24th February.
Derry

Weekend Reports

Duty Instructor Steve Wallace reports for Saturday Feb 17

The weather forecast was looking pretty sweet, with a juicy large convergence forecast to set up just west of the field and some nice runs predicted for the x-country pilots wanting to head north with the only fly in the ointment being that it would over develop a bit later in the day. And the forecast was pretty bang on.

10 flights for the day. A couple of pax flights, training flights for Al, Marley and Ben, another solo flight for Marley as he heads towards converting to a single and nice flights for Ivor in MP and Craig in ON who ran the convergence between WP and Wellsford. There was also a steady stream of gliders returning from a very successful week at Vintage Kiwi in Matamata so I'm looking forward to reading the stories about this.

All in all a lovely summers day for gliding.

Photos.

- The convergence
- Full brake needed to get down from the convergence
- Marley doing a bit of spin practice.

Steve





Duty Instructor Izzy reports for Sunday Feb 18

Sunday was another (mostly) sunny summer day, although maybe not with as much lift as we would've appreciated. Ray, Peter and I all arrived at 9:30am, ready to get started with the day, with the other students and pilots arriving over the next couple of hours. Ray was finishing up his tow rating with Peter, so we did all sorts of fun things like opening brakes and wing down take-offs to make his life as difficult as possible for him. First flight of the day was Phil who is getting back into things again and wanted another check flight before doing a BFR. Phil also brought along Iris, who despite being slightly reluctant at first, decided she actually quite enjoyed flying with us. Next was Emerson who is progressing nicely with his training, followed by a trial flight with John, who used to fly gliders in the UK many years ago. (He also happens to be the father of one of the managers at my work, small world). At this point some thermals were starting to develop and a couple of the singles had a go, unfortunately they didn't last for long, with both managing only 30 minute flights.

For the next flight, Peter decided to throw everything at Ray and do some cross-country towing practice with a couple of emergency signals as well, so Shiv went up to practice it all from the glider end. All went well and Ray was let loose on his own for the first time (Congrats on your new rating Ray!). The final four flights were with Fedor, Gaelle, Michael, and new member Khurram. The smooth conditions made for perfect towing and landing practice, with some good progress made by all. Thanks to all the helpers who came along to keep everything running smoothly throughout a busy day!

Izzy

Vintage Kiwi – Part Two

The Vintage and Classic glider meeting was held at NZMA between 10th and 16th of February. Derry, Kazik, Tony, Andy, Ben, Marley and Tony all attended. The club made GVF available to Ben so that he could attempt 50k for his QGP.

Ray, Andrew, Derry, Tony and Kazik travelled down on Friday the 9th, but the forecast weather for the 10th was not great so the decision to rig aircraft was postponed until Sunday.

On Saturday Andrew and Kazik put in some valiant hours upgrading BC's avionics and were finally rewarded with success on all components.

Sunday was our first day's flying and the conditions were very good. Most of us



enjoyed the conditions and achieved good soaring flights. On Monday Kazik set a goal task to Kerepehi to complete his Silver C and Ray was on hand to do the OO paperwork. Great Achievement Kazik. Well done. On Tuesday Tony took a flight recorder and recorded a Silver height gain. Ray had some more paperwork..... Andrew had a crack at 300k in the Ka6, but the conditions were not quite that good.

Wednesday saw Andrew return to the Mosquito, Ray in the Ka6 and Ben took a flight recorder to have a go at 50km. The end of the day saw Ray back in at the paperwork... Ben with a height gain and 5:33 hours (good effort Ben - overshadowing the CFI's 5:08). Andrew managed 300 in the Mozzie (but no flight recorder) and one of the attendees from another club had a 300 with a flight recorder. Unfortunately the 300 could not be claimed due to the battery going flat after 90 minutes (lesson for the day: check your equipment).



On Thursday Ben set another task for 50km while Andrew (KT) and Ray (BU) headed north for the swamp. 4 Hours later everyone was on the ground. Ben achieved his 50km completing his Silver C (in just two days!). The Bar was adjourned to, while Rayyet more paperwork

By Friday we were all flown out but that didn't stop us from all having an hour or two, or three in the air before BC, KT, BU, VF and MR were all de-rigged, prior to a wonderful dinner in the clubhouse.

Conditions for the week could not have been better and it was great to see everyone making the most of them.



Ben tells us about his Matamata experience and his Silver C

Wednesday was my first flying day in Matamata. In the morning Andrew showed me a great-looking forecast on Skysight which even included a predicted convergence forming later in the day that I could use to get back to the airfield. However, the forecast showed that the conditions would rapidly deteriorate after four o'clock, so they decided I should be back in Matamata by then. The plan was to fly from Matamata Airfield to Kerepehi for my 50km distance. Unfortunately, I had a late start launching and once I was flying the conditions were not as good as I expected. The clouds looked very thin and weak, and they all seemed very spread out from each other in the direction I was planning to go. It seemed that every time I tried to fly out to the next cloud toward Kerepehi I was flying into around 4 knots of sink. I was also losing a couple thousand feet of altitude getting there so I would have to slowly thermal back up again at every cloud. I didn't have a good feeling about the conditions so I decided that I wouldn't fly 50km up to Kerepehi and try again tomorrow. However, I still managed a really good local flight landing at 7:00 pm after 5 hours and 33 minutes of flying, which gave me my silver C five hours and the height gain requirement. Later in the day around 4:00 pm when the conditions were supposed to get worse, the sky actually developed very nicely and I flew up to Waitoa 20 km away where I was probably in glide range of the airfield with a cloud base of around 5000ft I think. It was already after 4:00 pm so I flew back to the airfield and the magnificent convergence was also nowhere to be seen.



On Thursday the plan was to again attempt my 50km distance. Looking at the weather forecast Andrew gave me a task from Matamata cemetery to Kaihere. I launched early this time with everyone else. The clouds looked like they were booming, and I had a great feeling about the flight. One notable part of the flight was while I was thermalling over Waharoa, I was joined by a bird and we went around in circles together for what felt like at least a couple minutes and the bird actually helped me to find better lift as I followed it around. It was such a cool experience and I had never been flying with a bird before. Anyway, once I started the



task I flew straight for the clouds over Waitoa Dairy Factory. Here I got a really great thermal and I continued to Te Aroha where there seemed to be convergence like clouds that had formed alongside the Kaimais. From Te Aroha to Tirohia I struggled for around 30 minutes as I could not understand where the good lift was and I had a really hard time trying to climb back up from 2500ft. I decided to just push on towards Paeroa where I luckily found a 3-knot thermal that allowed me to climb high enough to fly over to the swamp. Over the swamp, there was a huge dark grey cloud that was absolutely booming. I climbed up to 5000ft with 6-8knots without turning and found Andrew in KT :) who was also aiming to make the Kaihere turn point. With all this height I flew out toward Kerepehi to get my 50km for my QGP, however, I still hadn't reached Kaihere for the declared task for my silver C. I flew back to the big cloud where Andrew was and climbed back up to 5000ft. Looking out to Kaihere the sky was completely blue. Andrew and I were under the last cloud and my navigator was showing Kaihere was still 10kms away. The silver C was sounding really really nice though, so I decided to give it a go. With my navigator saying I should arrive at Kaihere at 3500ft, I thought I might just be able to make it back. Andrew and I headed off toward Kaihere and I was on a very slow gentle glide with the expectation I wouldn't find any lift until I could make it back over the swamp. I turned around Kaihere at 3000ft and completed my silver C distance :), but I got a huge shock when I turned around and realized how far I was from the last cloud and I now felt very low compared to before. At 27000ft I very luckily found a weak blue thermal that saved me. It was so narrow that I was thermalling VF at around 50 knots, but I managed to climb to 3500ft and I then flew over the hills towards Morrinsville and then to Waitoa. After a big climb at Waitoa dairy factory, I was on final glide to the airfield going 80knots with still a couple thousand feet to spare. I landed after 4 hours and 10mins with a total distance of 135km.



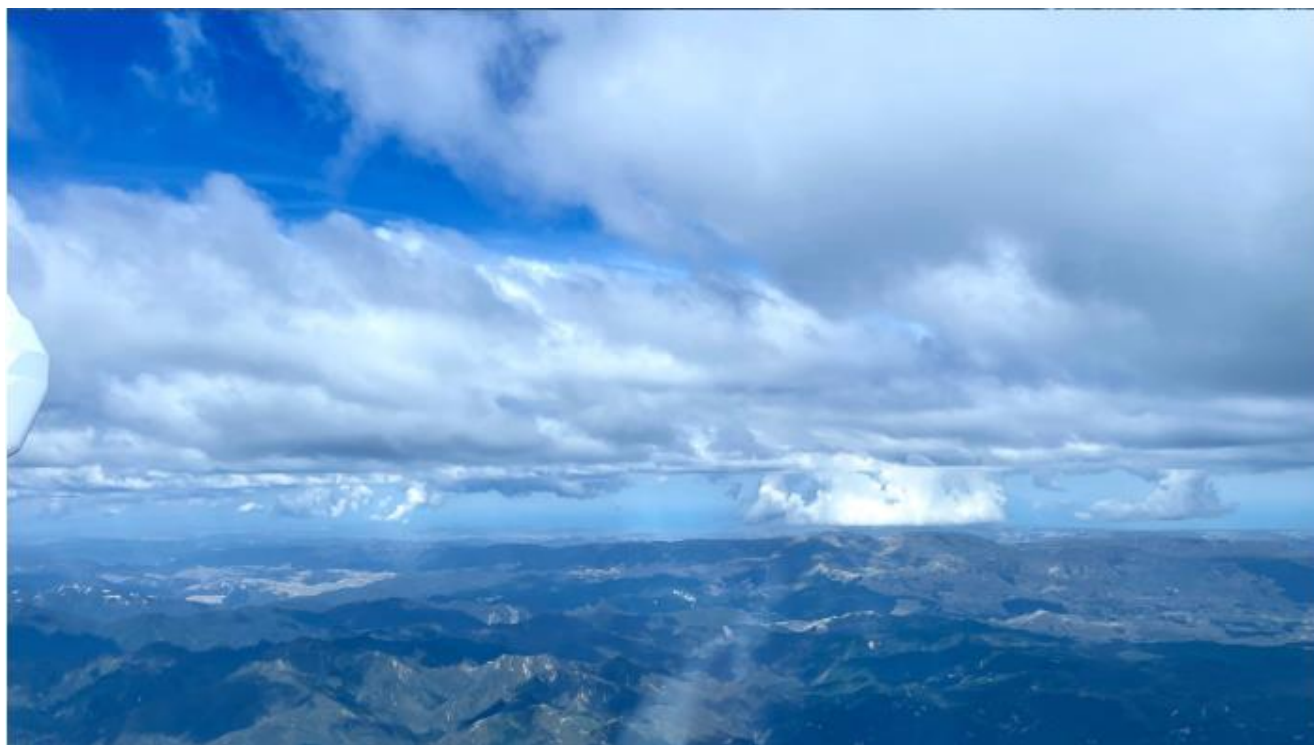
This was such an incredible flight for me and a great challenge, but what an adventure it was! It was awesome to also see Ray and Andrew a few times even though I was so slow compared to them:). Cross-country flying is definitely something very special, and I am so excited to do more. Also thank you so much Ray and Andrew for all your help allowing me to do this and also the committee for kindly letting me take VF.

Thanks Ben, well done that man.

A couple of cracker pictures from Steve Forman flying out of Waipukurau this week.



Some sphincter flights across some tough terrain heading to Galatea and Taupo and back we are informed.



Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Feb	24	T PRENTICE	A FLETCHER	D BELCHER
	25	R WHITBY	I WOODFIELD	P THORPE/ R BURNS
Mar	2	R BAGCHI	I WOODFIELD	R HEYNIKE
	3	C BEST	R BURNS	G CABRE
	9	S CHAND	L PAGE	P THORPE/ R BURNS
	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