

# WARM AIR 6 & 7 April 2024

Aviation Sports Club Gliding Newsletter

## THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday 6 April	Instructing: Towing: Duty Pilot	P Thorpe R Heynike Swap needed
Sunday 7 April	Instructing: Towing: Duty Pilot	S Wallace P Eichler M Weyna

## MEMBERS NEWS

### *In this edition of Warm Air*

*Club News*

*Weekend Reports*

*Roster*

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

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## Club News

### Duty Pilot Corner

Hi, all awesome members that are doing their duty on the days rostered.

Since the onset of the new logging system you all have been doing a fantastic job keeping on top of getting all the flights logged.

Please note that once the glider has landed there is a **Dollar sign** at the bottom of the flight window that will open the **finance window**, just push the **calculate button** and ensure that the **pilot / person paying - Full Name** is correct at the top of the window, the **amounts charged** are correct and the **payment type** correct then **tick**.

From now on you will notice that the flight line on the main window will be **Red** when the aircraft lands, until all information has been completed including the finance side, this is just a reminder for us to complete all the required sections.

If you have any questions with regard to the operation of the flight log system, require a log in or with regard to your duties please reach out to me. Please also note there is an A5 booklet on the desk that describes how to do everything.

Remember that you are the valued right hand to the instructor of the day, and you are the person in charge of the ground operation therefore to keep the operation running smoothly.

### **We Need You !**

Happy flying

Kind Regards Craig

### **Duty Pilot Swaps**

The following members are seeking a Duty Pilot Swap.

**6<sup>th</sup> April** - Phil Scarborough

**13<sup>th</sup> April** – David McGowan

If other members can assist with making the swap for another day or weekend, they would be grateful. Please contact the members above via the ASC Website Members Contact list, or if

struggling to access the website contact Warm Air directly and we can assist with getting you access and contact.

If you know ahead of time that you will not be able to do your duty, please directly contact other members to make that swap and then let us know in Warm Air so we can update the roster / newsletter. Please note that Duty Instructors, CFI, Warm Air and committee members are not in a position to organise the duty pilot swaps on your behalf.

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## Weekend Reports

### **Duty Instructor Steve Wallace reports for Friday Mar 29**

The weather forecast was not the greatest with large squally showers forecast but getting sunnier towards the end of the day. The wind initially was SW 20Kts+ which hinted at possibilities of it being a coast day but the forecast had the wind going South during the day which really canned that idea. It was however sunny when I drove out. After which I sat at the gate chatting to Peter and Roy for an hour or so in the rain before we packed it in and went home at 11.00am.

Tow pilot Peter Thorpe report his version of events for Friday.

Rocked up to the gate at 0945 to find nobody home. Steve Wallace arrived soon after with the key along with a rain squall. We sheltered in my vehicle chatting and we were joined by Roy but by 1100 there was nobody else present, so we packed up and went home.

*Good to know the instructor and tow pilot more or less report the same story*

### **Duty Instructor Peter Thorpe reports for Saturday Mar 30**

Derry and Kazik were waiting when I arrived with the key, so we opened up and prepared to go flying. The weather was fine but there was a strong southerly which gave a cross wind on both vectors. After discussion with Base Ops, we decided to use 26, so Neville positioned the caravan, and I briefed sisters Serena and Catherine on turning and trimming. First up was Serena and the take-off was interesting to put it mildly. The cross wind was not an issue but soon after getting airborne and just past the up-wind fence there was severe dumping experienced. Master tow pilot Derry negotiated us safely through this zone to calmer air and we proceeded up to 2000ft without further ado.

Serena made good progress with her turns, but the wind kept pushing us away from the airfield, so we had to push back into wind to reach the circuit and did not get the opportunity to conduct the trimming exercise, and we eventually returned to the field and made an uneventful landing in the strong windy conditions.

With the wind further increasing and still coming directly across either vector we collectively decided this was hitting aircraft crosswind threshold limits and would provide little hands-on training opportunities or comfort for students and trial fliers. The decision was made to cancel the rest of flying for that day. A shame, but mother nature was in control. We left Craig and Kazik doing techy things to their gliders and trailers and went home.

### **Duty Instructor Izzy reports for Sunday Mar 31**

Rex was waiting for me when I arrived on Sunday shortly followed by Ray so we started getting things set up. It was a very blue day with a nice crosswind which scared away the singles, but there were plenty of keen students and trial flights, plus a group of cadets for Lionel in the 109.

I started the day with 2 trial flights who both said they were keen for more despite one making use of the sick bag (nothing in the cockpit thankfully!). Al followed where we discussed the effect of the crosswind, and he did a good job dealing with the drift in the circuit. Next, I had 2 cadets from my own unit who have just joined as members. Maia has done a couple of intro flights and did well for her first lesson. Srinthi was in my syndicate at the cadet gliding course and remembered most of what she learnt down in Matamata.

After this Lionel and I swapped ships as I went up with Ray to start work on my G109 rating, and he took the last two trial flights up in NF. I'm not convinced a strong crosswind is the best weather for learning how to fly what is essentially an underpowered taildragger but I landed without Ray taking over and even managed a 400ft climb with the engine turned off! A successful day with 16 sorties in total. Thanks to Shiv and Craig for helping out as ground crew for the day.



### **Duty Instructor Ivor Woodfield reports for April 1**

Easter definitely provided a wide range of weather this year. After the previous 3 days Monday started out with almost no wind and some warm sunshine between reasonable looking clouds. I arrived at the gate, closely followed by tow pilot Derry, and together we opened things up and decided it would be a 26 day, with winds forecast to be light all day and favouring a westerly direction. Before long we had been joined by a number of people, including duty pilot Marley, Neville, Craig, Kazik, Cassian, Ben Sly and Ben Gambaro. The forecast turned out to be mostly

correct, although a very light tail wind appeared late in our flying, not enough to force us to change ends, but sufficient to make short landings extra tricky.

Marley wanted a check flight and to possibly be cleared for his second flight in GVF, so at around 11.30 we took off to complete his check, which he did well in the light conditions. Next up was Ben Sly, a new pilot who seems keen to learn and has shown good progress over just a couple of flights. Then it was the turn of Cassian, also wanting to complete a check flight to try and show he was ready for another solo flight in GNF.

Following Cassian's flight, which showed him to be a capable new glider pilot, we were asked to stay on the ground for a while pending the return of a couple of returning Hercules. The first one arrived, although the second was not due for a short while and we were given permission to resume operations. I then went up with Karl Stol, who has a significant number of hours as a power pilot with the ASC Power Section, and is keen to try his hand at gliding. It was soon apparent that thermals had started forming across the area, and Karl was able to demonstrate his flying skills by making use of the conditions for a little over an hour. During this time the second Hercules returned, and as conditions were now reliably thermic, all airborne gliders were able to continue flying during its return and the subsequent closing down of the control tower for the day.

While Karl was working with GNF, a number of single pilots launched to try and make use of the newly arrived thermal conditions. These included Ben Gambaro in GVF, Craig in GON, who went on to achieve the day's longest flight at over 2.5 hours, Kazik in GBC, who was up almost as long, and was also very impressed by his newly installed wheel brake, Cassian completing another solo flight in GNF, and Marley who successfully completed over 90 mins on just his second flight in GVF.

The final flight of the day was Ray Burns with Andrea Strong, returning for her second ever glider flight, and very keen to try and take up the sport. She was very enthusiastic following her flight, and we were grateful to both her and her husband as they stayed on for a while to help pack things away and also discover how gliders were packed into trailers.

Once the last singles had returned, everything was returned to the hangar and packed away. With a minimum of storytelling on this occasion, we were locking up the field not long after 1800, following a really enjoyable day of gliding. Thanks again to all those who helped out on the ground to keep everything running smoothly.

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### ***From the Interweb***

From the **British Gliding Association**

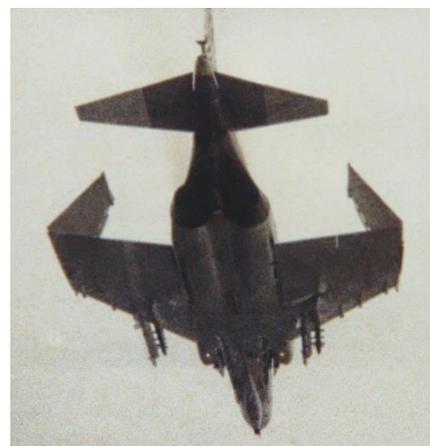
[Managing Flying Risk - Safe Rigging - Pilot & Club Info  
\(gliding.co.uk\)](http://gliding.co.uk)

Every year a number of pilots try to get airborne having made an aircraft rigging/assembly error.

Trying to fly in a mis-rigged aircraft is not a new problem. While this fast jet crew got away with it, several glider pilots over the years have not been so fortunate.

There's safe rigging guidance for glider pilots available here.

Well worth a few minutes of reading. Also check the NZ Gliding training syllabus.



## Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
April	6	<del>P SCARBOROUGH</del> Swap needed	P THORPE	R HEYNIKE
	7	M Weyna	S WALLACE	P EICHLER
	13	<del>D MCGOWAN</del> Swap needed	S WALLACE	R BURNS
	14	K BHASHYAM	A FLETCHER	G CABRE
	20	I O'KEEFE	A FLETCHER	G CABRE
	21	T O'ROURKE	I BURR	D BELCHER
Anzac Day	25	T PRENTICE	I WOODFIELD	R BURNS
	27	C BEST	L PAGE	R HEYNIKE
	28	S CHAND	S WALLACE	G CABRE
May	4	S FOREMAN	P THORPE	R CARSWELL
	5	B GAMBARO	A FLETCHER	R BURNS
	11	B HINDS	R BURNS	P THORPE
	12	K JASICA	I BURR	R HEYNIKE
	18	I KHRIPUNOV	I WOODFIELD	R BURNS
	19	F FOX	L PAGE	P EICHLER
	25	C HAYWARD-SLATTERY	S WALLACE	R CARSWELL
	26	A JAVAREMI	I BURR	R BURNS
Kings Birthday	1	M KUYS	R BURNS	G CABRE
	2	P SCARBOROUGH	I BURR	P THORPE
	3	M Weyna	I WOODFIELD	R HEYNIKE
	8	D MCGOWAN	L PAGE	R BURNS
	9	K BHASHYAM	P THORPE	P EICHLER
	15	I O'KEEFE	S WALLACE	R CARSWELL
	16	T O'ROURKE	R BURNS	D BELCHER

	22	T PRENTICE	I WOODFIELD	R HEYNIKE
	23	C BEST	L PAGE	G CABRE
Matariki	28	S CHAND	S WALLACE	G CABRE
	29	S FOREMAN	R BURNS	R CARSWELL
	30	B GAMBARO	I WOODFIELD	D BELCHER