

WARM AIR Sept 21 2024

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday 21 Sept	Instructing: Towing: Duty Pilot	L Page P Thorpe K Jasica	(ATC 30 SQD.... Early Start Please)
Sunday 22 Sept	Instructing: Towing: Duty Pilot	S Wallace G Cabre I Khripunov	(ATC 5 SQD.... Early Start Please)

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

Hello, we are out of Hibernation, and we are back. I won't say winter is over, cos it has been freezing and very chilling at the field over the weekend, but hopefully we are entering into a great season for soaring.....

So Warm Air is back for its weekly edition. Please send through those pictures, stories, articles, videos you would like to share.

Labour Weekend 26th – 28th October 2024

The club is intending to head down to Matamata for Labour Weekend. So, note this in your diaries and get planning. We will be needing to know numbers intending to go, who can take trailers and other gear. We will send more details out sooner to the time.

Also, there is the opportunity for a member to ferry via Aerotow the twin down to Matamata on the Saturday morning. So, if you are interested, please let the CFI know. The twin NF will remain down at Matamata following the long weekend to be derigged and taken to Derry's workshop down the road for her annuals. And she will be trailered home after that.

Annual General Meeting / Start of Season Safety Brief 19th Oct Saturday 10am

Another 12 months has rolled around for the AGM and Season Safety Brief. This will be held on **Saturday 19th Oct, 10am at the Skyline Shed**. The treasurer says we have enough dosh for a BBQ and a sausage or three as well. So, remember the Safety Brief is compulsory and if you are keen please put your hand up to be on the committee. Fresh ideas and involvement are greatly welcome.

New Roster

Please check the end of the newsletter for the new roster to cover the period of Oct – Dec. Check your diaries and book it in. If you cannot make a certain day reach out to other

members to organise a swap. Please remember the CFI and others are not there to organise this for you.

CFI Corner

We have double congratulations to extend to Paul Eichler; firstly on his marriage to Iona two weeks ago and secondly on his new job in Wanganui Paul is leaving the Airforce to take up a full time instructing role. Which means we will shortly lose Paul from the team. Many thanks Paul, for all your assistance and we wish you all the best of luck in your new role. Paul will be leaving us in October, which is giving him just enough time to do a type rating for his replacement, Tony Stugnell. Tony has spent many years as a flight engineer in the C130. He will spend a little time with us over the next quarter training with an aim to appear on the Roster in January. Please say hello when you see him.



Sunday was calibration of the ILS which meant we weren't able to get started until after 1300. This gave Paul and Tony an ideal opportunity to take the FK9 away for a few hours to do a type rating while the rest of us huddled in the warmth of Puriri Cafe. And the warmth was welcome. We had a decent southerly all day. It was very cold.

The wait provided an ideal opportunity to fill up the fuel containers before getting airborne at 1400. Gus graciously popped over for an hour so that Andrew and I could complete a B-Cat upgrade that we started a few weeks ago. Congratulations to Andrew (no doubt a highlight of his illustrious flying career).

I jumped out of that seat into the FK9 and we did another 7 launches finishing at 17:59.

Weekend Reports

Saturday – Ivor Woodfield reports

The day didn't look great weather wise, with rain forecast to arrive by lunchtime. We were scheduled to be flying with some ATC cadets, so an earlier start. I arrived at the gate at 0800 to be met by Phil Scarborough, who had kindly drawn the key and started opening up. We pulled out the tow plane and twin and as we were doing so we were joined by towie Peter Thorpe as well as the ATC cadets.

We got both aircraft inspected ready for flight, and while we deployed to the threshold of runway 26, Peter took the tow plane for some circuits. It was clear that even at this time the sky was going to be lively. The first glider launch was at 0915, and we climbed up to 2000' in an interesting sky, with both aircraft



being somewhat tossed about. It turned out that none of these cadets had previously done any glider flying so they found it all quite exciting.

The second flight was particularly memorable as we encountered some rain on the way up and saw that cloud base had lowered somewhat from earlier. Nonetheless, the cadet really enjoyed the flight and following the flight she was keen to continue gliding more, explaining that she was signed up for the ATC summer gliding camp, and was intending to join a gliding club. Following that flight, and after a brief pause to let some wet weather blow through, the sky cleared a little and we continued the remaining 6 flights while managing to largely avoid any further rain encounters. The northerly crosswind remained a definite factor however, particularly across the landing area, with some interesting shear being formed. At the end it was made clear that all the cadets had thoroughly enjoyed their experiences, with many saying that they were definitely intending to do more gliding in the future.

By now it was 1330, and with duty pilot Gaelle Stanfield keen to give the conditions a try, we launched, and she climbed well to a 2000' release. From there it was a case of looking at the weather approaching and being aware of the stiff northerly breeze blowing at that height. Gaelle did a good job of gauging the conditions, and while finding very little usable lift, she did get a good flight back down into the circuit. Judging the crosswind proved a challenge, and while she anticipated the drift and joined at a good height, the turn onto final was a bit uncomfortable, as it had been on some earlier flights, and together with the shear on approach, Gaelle found herself with plenty to do before she put us safely down onto the runway. All in all, a really good training flight.

We still hadn't seen the forecast rain, although the sky was getting decidedly grey at this stage. The only person left wanting to fly was Abhisheth Mahankali who had done a couple of flights previously at the Drury club, and was now wanting to start gliding more regularly, so has joined our club as a junior member. We took off intending to climb to 2000' and see what he could remember from his initial lessons. However, it was soon clear that the weather might beat us, and at 1500' I released on the edge of some dark clouds that seemed to be rolling in fast. Abhisheth did get a few minutes of hand on time, during which he showed that he had the basics well, but all too soon we were back in the circuit and I took back control from the start of base for what was definitely an interesting and a little damp landing. By this time the crew on the ground had mostly packed away, and we just got the two aircraft into the hangar before the serious rain arrived. With everything packed away, we waited for the current shower to pass before getting into our vehicles and heading for home.

Overall an interesting day of gliding, with a total of 10 glider flights, and the field all locked up by 1545.

Phil Scarborough ASC Member and ATC SQD Leader brought out Air Training Cadets 30 Squadron to obtain their gliding familiarisation flights in our Grob 103. *Great to see the faces of these cadets gliding for the first time! A great day and we got it all done and the gliders safely back in the hangar before the rain came! Thanks to the Aviation sports club team.*

Sunday – Andrew “Dash” Fletchers reports

Sunday was a slow start due to Airways calibrating the ILS, when we finally got underway it was my turn to be the student for my BFR and B Cat upgrade. This process began a couple of weeks earlier and due to weather and work needed to be completed.

So, I took the first launch with Ray to cover spinning and some instructional techniques to complete my BFR and B Cat upgrade. With this completed I had a shared passenger flight to take, the weather was a little windy with around a 10kt cross wind at times. Peter (my passenger) had an enjoyable flight. We even found some lift to help delay our return. (indeed Peter did enjoy it and sent this message *Thank you and your members for the experience .It was as good as I imagined and am thankful for your information expertise and care while visiting you. I would like to visit again in the future as you say in warmer weather to meet up with you again.*



Ben Sly was next for some cross-wind experience, a tow into the circuit and a nice crosswind approach and landing which Ben would then repeat later in the day to make improvements on the first one.

Next was AI for some launch failure training, I pulled the release at 600 feet at the start of the downwind. AI flew an abbreviated circuit and landing for the first time to gain his first experience in dealing with a launch failure. Later in the day AI took another flight this time to practice the bounced recovery, all went well.



Young Emerson Yeoman was next up for spin versus spiral dive and a good dose of low speed recovery. We towed to 2500 feet, once off the tow I demonstrated a spin and then a spiral dive. After that Emerson demonstrated recovery from a wing drop stall, stall in a turn and then we found a thermal and climbed back to 2500 feet. With some height we decided that Lazy Eights would be fun and guess what they were!



Ian O'Keefe was my next, up for some currency coming up to his BFR, more spinning plus steep turns and stalling. We even tried soaring the small ridge but that didn't work, so we returned for a nice landing.

Well, there you go another day in the back seat, summer is coming can't wait 😊

Tow Pilot gets his hand on something bigger

SQD Leader Dr Gus Cabre of the Aviation Medical Unit finally got his hands on the C130H. Being a pilot he got the opportunity to fly the mighty Hercules and fly a circuit. under instruction of course during a training sortie. Gus describes the Herky a big powerful beast and a lot of energy to tame in handling. He has had the opportunity to fly a C130J and a Typhoon.

His towing flight in the FK9 must have felt a wee bit small after this. What an experience.



C130J Arrival

And keeping on the Herky Theme, you will be aware the RNZAF has taken possession of its first new C130J, that arrived in NZ. This is the first of a fleet of 5. Our very own Officer in Charge of ASC Gliding Chaplain Bill Dewar conducted the blessing of this amazing new airlifter.

Well done, Bill. You can see the arrival and blessing at this link

<https://www.youtube.com/watch?v=1si6ND3epOA>



Awesome Soaring in Canada – Al shares us some pictures

Al spent 3 months in Vancouver catching up with family over their summer period (and our Winter). He took the opportunity to visit the Vancouver Soaring Association (VSA) located at Hope Regional Airpark which is about 2 hours from the city of Vancouver.

The wonderful Roberta Dight's organised Al's stay at their terrific facilities and organised flights despite the very long queues.

If you are ever in British Columbia, do pop in and see the great folk at the Vancouver Soaring Association. <https://vancouversoaring.com/>

And of course, we always extend the welcome to their members to our club and New Zealand



Our Facilities



Grob 103 Acro (C-GVSA)



Blanik L-23 (C-GVSL)



DG 300 (C-FEQR)



Grob 102 IIIe (C-GVSI)



DG-505 (C-GVSI)



Our Hangar



Our Clubhouse



Our Patio



Our Old Hangar



Our New Hangar - Fall 2017



Central Plateau Comp.

2024 – Centennial Park, TAUPO

It is almost time to kick off the soaring season! Come and join us at Centennial Park for the Central Plateau Soaring Competition. Whether you are a novice or an experienced competition pilot there will be tasks to suit everyone.

Saturday 2nd November – Saturday 9th November
Practice Day – Saturday 2nd
Start date – Sunday 3rd

Contest Director: Hugh de Lautour

Early Bird Entry Closes – 25th October 2024

Camping and Accommodation available.

For more information contact **Trace Austin** on
0220 289 842 or traceaustin@hotmail.com

Taupo – located in the heart of the North Island. It is a playground, not only for soaring pilots but the whole family.

Attractions:

Skydiving
Bungy Jumping
Golf
Fishing
Water Sports
Shopping
Tramping, plus lots more.....

Bring the whole family.

Early Bird – Get your entry in and paid for by the due date and enter the draw for Supercar Tickets.



Duty Roster For Jul, Aug ,Sept

Month	Date	Duty Pilot	Instructor	Tow Pilot
Sep	21	K JASICA	L PAGE	R HEYNIKE
	22	I KHRIPUNOV	S WALLACE	G CABRE
	28	F FOX	A FLETCHER	R CARSWELL
	29	C HAYWARD-SLATTERY	I BURR	R HEYNIKE

New Roster

Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
Oct	5	A JAVAREMI	P THORPE	R HEYNIKE
	6	M KUYS	R BURNS	R CARSWELL
	12	P SCARBOROUGH	I WOODFIELD	P THORPE
	13	M WEYNA	S WALLACE	R BURNS
	19	D MCGOWAN	L PAGE	G CABRE
	20	K BHASHYAM	A FLETCHER	R HEYNIKE
Labour Weekend	26	I O'KEEFE	L PAGE	R BURNS
	27	T PRENTICE	S WALLACE	R HEYNIKE
	28	C BEST	L PAGE	P THORPE
Nov	2	S CHAND	I BURR	R CARSWELL
	3	S FOREMAN	A FLETCHER	P THORPE
	9	B GAMBARO	I WOODFIELD	R BURNS

	10	A MICHAEL	A FLETCHER	G CABRE
	16	G STANFIELD	P THORPE	R HEYNIKE
	17	K JASICA	S WALLACE	R CARSWELL
	23	I KHRIPUNOV	L PAGE	G CABRE
	24	C HAYWARD-SLATTERY	R BURNS	R CARSWELL
	30	A JAVAREMI	I BURR	R BURNS
Dec	1	M KUYS	I WOODFIELD	P THORPE
	7	P SCARBOROUGH	A FLETCHER	R HEYNIKE
	8	M WEYNA	S WALLACE	G CABRE
	14	D MCGOWAN	L PAGE	R CARSWELL
	15	K BHASHYAM	P THORPE	R BURNS
	21	I O'KEEFE	R BURNS	R HEYNIKE
	22	T PRENTICE	I BURR	G CABRE