

WARM AIR Oct 19 2024

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday 19 Oct	Instructing: L Page Towing: G Cabre Duty Pilot D McGowan	(No Flying Due to Base Operations) (AGM & Safety Brief)
Sunday 20 Oct	Instructing: A Fletcher Towing: R Heynike Duty Pilot K Bhashyam	(ATC 5 SQD.... Early Start Please)

MEMBERS NEWS

In this edition of Warm Air

Club News

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Roster

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

Club News

A blustery weekend, particularly Saturday if you were up for a Rodeo ride. However, conditions did allow for a single Coast Run.

Due to a Base Event No Flying Operations this Saturday!!

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

Yes, this Saturday, so roll on up!!

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.

The minutes from last year, a draft of which can be found on the Club website [Aviation Sports Club - Gliding - Home of the Auckland ASC Gliding Club](#) in the Member's Area.

To read it, people will need to step through to Members > Committee Minutes > AGM > 2023 and the document to check out is "Draft AGM October 14 2023 minutes.pdf"

Membership Forms

You can download the form at this link

https://drive.google.com/file/d/1bUn3T567NYcakKw9upQBeivOOTb85Dbs/view?usp=drive_link

So off you go, download, write up and cough up the dosh for fun, adventure and freedom.

Labour Weekend 26th – 28th October 2024

This is fast approaching and will be discussed at the AGM this Saturday. We will be needing to know numbers intending to go, who can take trailers and other gear. Also, who would like meals over the weekend, done by the wonderful Marion. And on the Saturday, a meal in town is planned. So, some items to confirm this Saturday.

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.

Weekend Reports

Saturday – Ivor reports

Although the sun was shining when I left for the field, we were forecast to be getting a stiff southwesterly for much of the day, and that is definitely what we got.

Nonetheless, by shortly after 0930 several people had gathered, including a number of keen pilots, so we proceeded to get things out and checked, ready for some gliding. There was also a plan to derig the PW5 once we had finished with it, as it was off to Matamata for some maintenance work. In the event, it was decided that it was not a good day for trying to fly a PW5 and so a group was assembled to derig it and put it into the trailer, ready for the trip south.

While this was happening, tow pilot Peter Thorpe was checking the tow plane, while Rex Sly went off to fill the fuel containers, and Duty Pilot Michal Weyna did a good job setting up the caravan for the day.

First flight for the twin launched around 1100 with Lev Shipov into a stiff and gusty SW breeze. We were wanting to work through some basic control work, while also experiencing the conditions, which we certainly did. The aerotow was an interesting one, with both the glider and the tug feeling the gusty conditions. We released at 2000' into a forecast 25Kt wind, meaning we were keen to stay upwind of the field throughout the flight. Having flown out to the west, we worked through some turns and then reentered the circuit. As



expected, the downwind leg was rapid, and we were soon setting up for the landing. The gusty conditions and the significant shear made for an exciting approach and landing, and overall the experience had been a good one for us both.

Next up was Anton Shipov, who again experienced the challenging conditions on tow as we climbed up into the stronger winds. He was soon demonstrating good control over the glider and enjoying the flight while noting the effects of such gusty conditions. All too soon we were heading back, there being precious little in the way of thermals to be found. Once again the circuit was rapid and the final approach featured much in the way of sudden effects of shear. Lots of learning opportunities.

Next up was Ian O'Keefe, wanting to complete a BFR. We had been discussing the conditions during the morning, specifically with regard to being able to complete the necessary exercises. By around 1300 it was clear that the cloudbase was sufficiently high and the conditions sufficiently understood for the review to proceed, so up we went. The climb to 2500' went well as we were towed well upwind of the field in anticipation of the strong winds at this height. We then went through a series of exercises, including some spinning followed by a number of other maneuvers, and ending with a very well judged and flown approach and landing with a simulated airbrake failure. Having completed that flight, we went back up for a few more exercises, ending with a close in abbreviated circuit and another well executed landing,

By this time, with the wind remaining strong from the south west, and the cloudbase looking reasonable, the decision had been made that Steve Wallace and Ben Sly would head out to the west coast and attempt a run down to Raglan and back. Having fully prepared and checked all they could they launched around 1400 into the breeze while we got onto the tracking apps to follow their progress. As they were climbing away from the field it was clear that the air was quite turbulent, with both the tug and the glider being tossed about, but nonetheless they got away cleanly and soon we heard the news that they had released and were heading south. The trip turned out to be exciting and largely uneventful, as these trips go, and they were back at Whenuapai by 1630 with lots of good stories to tell.

The wind was still very active when Ryan Semmens made the call that he would like to take a couple of flights to work on his circuit flying in these conditions. We therefore got the twin ready and after some discussion about what to expect, took off and climbed to 1500'. Ryan's aerotow was good, managing the conditions as appropriate. We flew around for a short while, but finding little usable lift we headed back into the circuit and prepared for the landing. As expected, this was something of a challenge, with shear on the approach as well as a noticeable crosswind element, all of which was handled well by Ryan who made a successful landing. We then went up for a second time, and this time Ryan was better prepared for the conditions and flew a good circuit and made a good approach and landing.

At this stage, with the wind showing no sign of easing, and with no one else wanting to fly, we packed everything away and everyone headed for home. Overall a good day of exciting flying, and a great learning experience for everyone. Thanks to all those who were there making the day a success, and to Michal, who managed the caravan and all that involved throughout the day.

Saturday & Sunday Steve Wallace reports

On the Wednesday leading up to the weekend I noted that Saturday was looking like a good coast day with 20Kt+ winds from the SW and unusually no rain. I was however surprised to not see the usual flurry of emails from our keen coast pilots as the day approached. I guess everybody was busy. Saturday arrived and the day looked ideal for a coast run or two so it was good to see a txt in the morning from Ben Sly who was keen to give it another crack after trying in less than ideal conditions a couple of weekends before.



So as expected we had a lovely uninterrupted run down to Raglan and back which allowed Ivor to take a late, long lunch before resuming his instructor duties post our return.

Sunday

It was meant to be an ATC cadet flying morning but first thing there was a lot of rain about and the weather forecast did not look that promising. So the call was made to can the ATC flying. A couple of hours later the weather then got a bit better in patches. In hindsight we probably could have flown but that's the way it goes sometimes. It seems nobody from the club (apart from Ray) seemed to think the weather was worthwhile either as I had no calls from keen pilots. So no flying on Sunday. Perhaps we are saving it up for a cracking Labour Weekend.

Ben Sly reports on his first Coast Run

By far the most exhilarating gliding experience I've had was gliding down the West Coast from Whenuapai to Raglan and back in GNF, with Steve Wallace in the rear seat. The sensation of soaring at 200 - 300ft and at times lower than that in a glider, powered only by the natural forces of the wind, is nothing short of magical.

We took off from Whenuapai, the airfield's familiar surroundings fading quickly as we climbed higher. With Steve's expert guidance, the first leg of our journey began with us heading towards the rugged West Coast. The freedom you feel in a glider is unlike anything else; it's just you, the plane, and the vast expanse of the sky. Steve, with his wealth of experience, calmly pointed out features of the terrain below as we cruised in near silence.



As we neared the coastline, the scenery transformed into a breath-taking panorama of cliffs, beaches, and rolling waves. The air along the coast provided the perfect conditions for gliding, and we effortlessly rode the ridge. There's something so serene about flying without the roar of an engine – just the rush of wind over the wings and the occasional call from Steve, guiding me on the art of west coasting.



Reaching Raglan was a highlight. The iconic coastal town, with its beautiful bays and surf, looked stunning from above, framed by the ocean. After taking in the views, we turned back towards Whenuapai, riding the coast once again, each minute in the air feeling like an adventure in itself.

The return journey was smooth, with Steve's steady hand ensuring we maintained a perfect flight path. Touching down back at Whenuapai, I felt an immense sense of achievement and gratitude – for the experience, the beauty of the coast, and for Steve's expert instruction.

Gliding in GNF along the West Coast is an experience that will stay with me for a lifetime. It's more than just flying – it's a peaceful, yet thrilling way to experience the wonders of New Zealand

Finally, to all the volunteers who have given their time to our club to help all the club members like myself achieve these milestones, thank you.



Some great external flying shots from a very envious Ben G from Piha



Useful Links

[Preflight - NOTAMS](#) Anyone can register and get useful NOTAMS and AirSpace Information



Upcoming Events

[Gliding Events Coming Up](#)

Matamata Soaring Centre Aircraft Members Tracking Waypoints Events Flying Days BFR & Medicals

Matamata Soaring Centre Events

Summary List Calendar Post Upcoming

- MSC cross country course**
Sat 26th Oct 2024 - Wed 30th Oct 2024
Course Gliding New Zealand Matamata
Saturday 28th - Wednesday 30th October
[Full Details >](#)
- Labour Day**
Mon 28th Oct 2024
Other Gliding New Zealand
[Full Details >](#)
- Central Plateau Soaring Contest 2024**
Sat 2nd Nov 2024 - Sat 9th Nov 2024
Competition Taupo Gliding Club Centennial Park - Taupo
[Full Details >](#)
- 2024/2025 SI Regionals**
Sat 16th Nov 2024 - Sat 23rd Nov 2024
Competition Gliding New Zealand Omarama
Day Entries available @ \$40.00 per day Aerotow Fees est @ \$150 to 2000 ft AGL
[Full Details >](#)
- 2024/2025 Northern Region Gliding Competition**
Sat 23rd Nov 2024 - Sat 30th Nov 2024
Competition Matamata Soaring Centre Matamata
[Full Details >](#)
- Springfield Enterprise Week**
Sat 30th Nov 2024 - Sat 7th Dec 2024
Competition Gliding New Zealand Springfield
A Enterprise Competition designed as Competitive Fun for all levels especially first-timers. We plan to build on the historical success of this event with another great week of soaring, learning, good company, food and great memories. This is also perfect for introducing aspiring pilots of the next step in their sport and evolving their capabilities.
[Full Details >](#)



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 Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
Oct	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