

WARM AIR 15 Feb 2025

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

[ASC Gliding | Facebook](#)

Bank Acct: RNZAF BASE AUCKLAND AVIATION SPORTS CLUB 38-9014-0625483-000

Saturday 15 Feb	Instructing: Towing: Duty Pilot	I Woodfield R Burns B Sly
Sunday 16 Feb	Instructing: Towing: Duty Pilot	A Fletcher P Thorpe B Gambaro

MEMBERS NEWS

In this edition of Warm Air

Club News

Weekend Reports

Upcoming Events

Roster

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

Several members, including Steve Wallace, Alex, and Ben Gambaro, have completed some magnificent cross-country flights over the past weekend and Waitangi Day.

Notices

MP is currently unserviceable and in for repairs.

Steve joins the exclusive Kaikohe club

The weather forecast for Waitangi Day was looking pretty good, with nice thermals, cumulous clouds, an east coast northland sea breeze convergence late in the day with maybe just a wee bit of overdevelopment. I arrived at the field at 10am aiming for a 12pm launch. Alex was planning on a trip to Waipu and back and he helped me work out the poorly named waypoints in our local turn point file so I could set up a task. Thanks Alex! Whenuapai, Kaikohe, Whenuapai – 330km out and return. My launch time was exactly 12pm. Ruan towed me to 2,000' near the field so I would be close to my start point. I took



a climb straight off tow to 3,200' and then tracked to direct overhead the field so as to cross the start line I had set up, before setting off on task. First climb after starting was overhead the Riverhead Forrest which took me to a nice 3,700'. As I worked my way North and as the day got hotter the climbs slowly got higher until at about 35km short of Kaikohe, I got my highest climb of the day to 5,300'. The climbs however were often weaker than I felt they should have been at mostly 3 – 4kts. Often I had to accept 2.5kts just to ensure I maintained good height, generally never getting below 2,500'. From my 5,300' high point though it all fell apart somewhat as I approached Kaikohe. The sky softened right off and there were no good clouds on track. At 9km to go, below 2,000' and nothing promising ahead I turned around and scurried back to some low hills that I hoped would save me. I could have glided to a safe landing on

Kaikohe airfield where no doubt a winch launch would have got me back in the air once conditions improved but if I could stay airborne I intended to! So I scrapped around the hills for the next 15 minutes at around 1,800' not gaining height but not losing much height either. Eventually in a bush covered valley between two steep ridges I connected with a climb that took me from just below 1,800' up to 4,800'. I was back in the game! Off to Kaikohe I went, where I turned overhead the field at 4,100' as one of the local gliders, a Salto, joined downwind to land. On the way up I had been talking with Julian Stevens from Kaikohe, flying his DG505 (LJ). He was flying with Doug Lovell in his DG-808B (ZT). They were further out east towards Kerikeri but they did warn me it was a bit soft around Kaikohe and they were not wrong! It was now 2.43pm and my latest turn back for home time that I had set in my head was 3.00pm. I had made it to my goal with 18 minutes to spare. I didn't want to be home later than 5pm as the sky would likely get more and more difficult after this time. I had figured the journey home would be much quicker due to the forecast late afternoon east coast convergence from Whangarei south which would speed things along. So now counting on that quicker return journey, I left overhead Kaikohe Airfield and headed back into the nearby hills from where I had just come. A climb here again proved a little tricky but I did find one and scrapped my way back up, this time from 2,000' to 4,700'. From here I was off and running, homeward bound in a reasonable looking sky. Through the Whangarei MBZ I steadily worked my way east where in the hills abeam Waipu I finally contacted east coast air which was marked by convergence 'dags' hanging down under the cloud base. These 'dags' marked areas of lovely strong lift. The view out over Bream Bay was magnificent. There was however no long unbroken convergence line heading south down the east coast like forecast or hoped for but something more like convergence zones where cloud streets and thermals from the west were coming into contact with the east coast air. These were good enough though to fly mostly without turning, just pulling up under the dark daggy clouds. For the 90km from Waipu back to Whenuapai I only had to stop twice to climb back up to cloud base. It was an enjoyable 50 minute scenic cruise down the coast making up time nicely as I went. I encountered a bit of rain a couple of times around Moir Hill, under the darkest overdeveloped clouds, but the lift was good making the rain of no concern. By just South of Puhoi I was on final glide, joining the Whenuapai circuit at one minute past 5pm. Task complete. Time for a beer. Thanks to Ben Sly for keeping an eye on me via txt after I had to turn my transponder off for a while due to a low battery warning and to all those who helped me rig and de-rig.



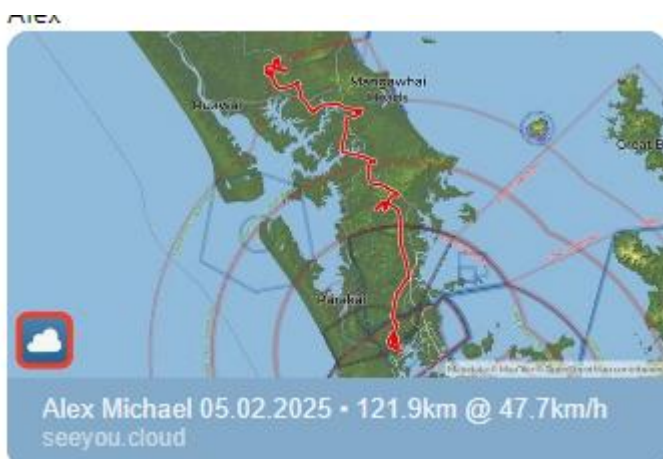
For anyone interested you can check out the trace here on WeGlide: <https://www.weglide.org/flight/521739>

Alex went North as well <https://www.weglide.org/flight/521778>

Alex managed a good trip North, until he ran out of sky, well the sky ran away from him. "Most North I've been except it was a one-way trip this time".

Although he had a good smooth paddock lined up, it was deceivably pugged when MP touched down resulting in an intense rodeo ride and collapse of the main undercarriage. So, MP has sustained some fuselage damage and currently with Sailplane Services for inspection and repair.

A number of us have had this happen, it goes with X-country flying. You cannot see how rough a paddock is until you touchdown and after that you just hang on. Still a great effort and adventure North.



We received a nice message from John O'Hara former member and CFI and a member of the Kaikohe X-country club who was watching MP via Flight Radar

Good for him! It was doable yesterday. I called him on the radio but no reply he must have been on glider chat. We went coastal uptown KK, had lunch went around Waitangi then up around Cape Reinga then climbed up to 6000 for a straight shot home in just on 1hr30, Forecast was tailwind up and low level and tailwind home at high and thats what we got!

I flew over the paddock I put MP into on my first attempt just north of Rawene many years ago in MP. I chose Houhora as the turnpoint which was a dumb move as its so narrow the sea breeze comes in immediately and kills convection.



So nice to know you have an audience watching.

Ben Gambaro did an amazing flight North in the PW5

<https://www.weglide.org/flight/522235>

I couldn't ask much more while flying a PW-5. What an amazing adventure flying north from Whenuapai and a new distance record set for me. An exciting trip back home flown mostly in rain, I was so relieved to see Whenuapai airfeild again.



I think for the records that is the furthest in ASC Gliding history anyone has flown that far North in a PW5 on a thermal day. Well done Ben.

And thanks all for your stories and great to see this on. [WeGlide](https://www.weglide.org) for flight and story telling

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Feb	15	S CHAND	I WOODFIELD	R BURNS
	16	B GAMBARO	A FLETCHER	P THORPE
	22	A MICHAEL	R BURNS	G CABRE
	23	G STANFIELD	S WALLACE	P THORPE
Mar	1	K JASICA	I BURR	R CARSWELL
	2	C HAYWARD-SLATTERY	P THORPE	R HEYNIKE
	8	A NEJATI	L PAGE	R BURNS
	9	M KUYS	I WOODFIELD	G CABRE
	15	M WEYNA	A FLETCHER	P THORPE
	16		R BURNS	R CARSWELL
	22	K BHASHYAM	S WALLACE	R HEYNIKE
	23	I O'KEEFE	S WALLACE	R BURNS
	29	T PRENTICE	P THORPE	G CABRE
	30	R SEMMENS	L PAGE	R CARSWELL