

# WARM AIR 15 March 2025

Aviation Sports Club Gliding Newsletter

## THIS WEEKEND:

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

Saturday 15Mar	Instructing: Towing: Duty Pilot	A Fletcher P Thorpe M Weyna
Sunday 16 Mar	Instructing: Towing: Duty Pilot	R Burns R Carswell

## 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!*

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**New Roster** has been issued – See in the bottom of the Newsletter and sort out your diaries.

## CFI Corner - Upcoming Events

### Easter :

The committee has decided that, for something different, we will fly from **Drury** for Easter weekend.

We have been in contact with AGC to ask if that would be possible and they have been most welcoming.

### Longest Flight on the Shortest Day \_\_\_\_\_

**June 21st (with the 22nd available for poor wx).**

Come out for a fun day to see who can get the longest flight on the shortest day. Handicapped of course. Haven't decided on the handicap. Maybe deduct one minute for every year you've been flying.... something like that. Whatever it is it will be in my favour... or whoever crosses my palm with the most money.....

We will finish the day with a BBQ.

Ray

*Are we really talking about the shortest day already..sheesh*

## **Instructor Lionel Report Saturday**

Normal start time. Unfortunately, Gus broke the tow plane. To be fair he only tried to start it but it ran really rough. We eventually had to call in the big guns: Peter and Ray.

Ray arrived and threatened the tow plane with a look, started it, and although it did run a little rough, it soon settled down and started behaving. Just takes a CFI/tow pilot to give it a stern talking to and it came right.

A quick test flight by Gus and we were ready to start flying. A rain shower slowed us down but it soon cleared and we were again ready to start flying. First up was Michal after a 4 month break - we found plenty of lift and eventually had to use brakes to get down.

Cassian flew VF but seemed to miss the lift and was soon back in the circuit. Peter got some solo flying in GMP and Izzy took a passenger up for a flight. Shiv then to GVF for a longer flight while I got to take Alex for the first of his BFR flights. Nice, exciting stall and spin and then a brakes locked open approach made for an interesting flight.

A quick check flight for AI before a solo. He will soon be added to the GVF pilots.

Last flight was Ryan who handled the challenging conditions well. The wind had got up to a strong crosswind breeze that was very shifty. (Sometimes down the vector and sometimes straight across)

Great day flying. Thanks all.

## **Instructor Report Sunday – Ivor reports**

Blue sky and big white clouds were in evidence when we met up early for breakfast at the local cafe before opening up the field. A reasonable easterly breeze was blowing, looking good for our needs. Tow pilot Ray, myself and new student Matthew were at the gate around 0900, to be soon joined by Alex, Neville and others.

We got the fleet out and checked, and together set off for the far end of the field. First flight was for Alex, who was completing his BFR. A quick chat with the tower before he was faced with a low level launch failure over the NE corner of the field, which was handled very well and we were soon back ready for the next flight, following the completion of appropriate paperwork for Alex.

Next up was Matthew on his second ever glider flight. There was not a lot of lift as yet, but nonetheless he showed good awareness and picked up skills quickly. He is very keen

to continue flying with us, and become a glider pilot. Welcome to the club Matthew. He was followed up by Tony, whose flight went well. Despite the lack of usable lift, which meant a short flight, it was enjoyable, and ended with a smooth accurate landing.

Then it was the turn of Paul, an enthusiastic local, wanting to learn more about gliding. Again a fairly short flight of around 20 minutes, during which Paul was very impressed with the sport, and is keen to come back for more, and hopefully learn to glide. By now we were starting to see early signs of lift forming to the north west, so Ben went flying in GNF with his mother in the passenger's seat. Choosing a higher release, he did find some lift and managed an extended flight, which his mother really enjoyed. Tempted by the thought of lift, Marley took off in GVF, achieving the longest flight of the day at around 2 hours. I went up next with Ryan for a pre-solo check flight. After release into lift he managed to climb up to 4500', before practicing a



variety of maneuvers prior to a good landing, which he then followed up with a solo flight in GNF. Again he managed to gain good height after some initial scratching around, ending up with a good extended flight.

During this time, Ben had also taken off, this time in GMP, and he too made good use of the lift that was now available. Then Alex took what would be the final flight of the day, together with Matthew as a passenger. They used up the last of the lift in a good flight, landing back at the hangar around 1740. Things were then all packed away and plugged in, and following some long and interesting conversations, everyone headed home. All in all a good day of flying for all those that were there.

## MSC Grand Prix 2025: A Thrilling Gliding Experience – Craig Best

The MSC Grand Prix at Matamata is a unique and exhilarating race where all competitors in a class start simultaneously. Picture this: ten gliders circling in thermals around the start line, climbing to a maximum height of 3,500 feet and maintaining a speed no faster than 80 knots. Over the radio comes the call, “10 minutes to start,” and the gliders begin their ascent, preparing for the race. With five minutes to go, the pilots inch closer to the start line, anticipation building. Then the countdown begins—5, 4, 3, 2, 1—GO! The race is on, with each glider heading to its first turn point, which varies in distance according to handicap. Once all competitors have completed the first turn point, the playing field evens out, and it becomes a contest of pure skill and knowledge as pilots navigate several more turn points. Those who set themselves up well enjoy a thrilling final glide at high speed, racing against their competitors in an awesome display of gliding mastery.

This was my first real Grand Prix experience, having competed once before but with far less knowledge and experience. This time, I was still the lowest-hour pilot in the competition, flying alongside seasoned veterans who generously shared their expertise and insights to help me improve.

The first day was a practice day, and I landed out—fortunately, that was the last time I had to de-rig my glider before leaving. The next two days brought low cloud bases, making tasks challenging, followed by a no-fly day. Then came three incredible days with cloud bases at 7,000 feet and southeasterly winds. On the first of these, I successfully completed the tasks for the first time—a milestone achievement for me.

One of the most memorable days was a "blue day," with not a single cloud in the sky. Hats off to those who made it home that day—it was truly impressive. The following day promised fast ridge



racing with strong southwesterly winds, and we were all excited. Unfortunately, heavy rain forced the organisers to cancel the day. The final day, however, was the highlight of the competition. With a 7,000-foot cloud base and a brisk 20+ knot southeasterly wind, we experienced high-speed racing to the first turn point, followed by a challenging 100 km push into the wind, and finally a fast downwind glide home to the prize-giving ceremony.

In Class A (the "big wings"), Dave Johnson claimed victory, while Phil Rees took first place in Class B (the "little wings," as we were affectionately called by the big wings). I was thrilled to secure 6th place in Class B, especially given the level of talent I was competing against.

Overall, the MSC Grand Prix 2025 was an incredible experience—thrilling racing, great company, and excellent food. It was a privilege to compete, learn, and grow as a pilot alongside such skilled and supportive individuals.

*Well done Craig. There you go folks if you wanna book in for next year.*

## Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Mar	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

## Duty Roster For Apr, May, Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
Apr	5	P SCARBOROUGH	A FLETCHER	R HEYNIKE	
	6	E YEOMAN	I WOODFIELD	R BURNS	
	12	A SHIPOV	I BURR	P THORPE	LP (6)
	13	B SLY	S WALLACE	G CABRE	
Easter	18	C BEST	L PAGE	R BURNS	
	19	S CHAND	I WOODFIELD	P THORPE	

	20	B GAMBARO	A FLETCHER	R BURNS	
	21	A MICHAEL	S WALLACE	P THORPE	
Anzac Day	25	G STANFIELD	L PAGE	R CARSWELL	
	26	K JASICA	I WOODFIELD	R HEYNIKE	LP (40)
	27	C HAYWARD-SLATTERY	I BURR	G CABRE	PT (40)
May	3	A NEJATI	R BURNS	T STRUGNELL	LP (40)
	4	M KUYS	P THORPE	R CARSWELL	RB (40)
	10	M WEYNA	A FLETCHER	R BURNS	IB (6)
	11	D MCGOWAN	S WALLACE	P THORPE	LP (40)
	17	K BHASHYAM	I BURR	G CABRE	
	18	I O'KEEFE	L PAGE	T STRUGNELL	PT(40)
	24	T PRENTICE	I WOODFIELD	R HEYNIKE	RB (40)
	25	R SEMMENS	R BURNS	R CARSWELL	PT(40)
Kings Bday	31	P SCARBOROUGH	P THORPE	R BURNS	
	1	E YEOMAN	A FLETCHER	T STRUGNELL	
	2	A SHIPOV	S WALLACE	G CABRE	
	7	B SLY	I BURR	P THORPE	
	8	C BEST	L PAGE	R CARSWELL	RB
	14	S CHAND	I WOODFIELD	R HEYNIKE	
	15	B GAMBARO	A FLETCHER	T STRUGNELL	
	20	A MICHAEL	P THORPE	R BURNS	
	21	G STANFIELD	S WALLACE	G CABRE	
	22	K JASICA	I BURR	R CARSWELL	
	28	C HAYWARD-SLATTERY	R BURNS	P THORPE	
	29	A NEJATI	L PAGE	T STRUGNELL	