

# WARM AIR 22 March 2025

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

[www.ascgliding.org](http://www.ascgliding.org)

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

Saturday 22 Mar	Instructing: Towing: Duty Pilot	S Wallace R Heynike K Bhashyam
Sunday 23 Mar	Instructing: Towing: Duty Pilot	S Wallace R Burns I O'Keefe

### 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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*Last weekend some cracker X-country flights were had....however not all made it back.....*

**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.

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

#### Longest Flight on the Shortest Day

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

## Instructor Reports Saturday - Andrew

Saturday looked to be a good day with a convergence due to form by 1300, the forecast was spot on. By 1300 the convergence was well established, my first flight was with Anton Shipov, due to the list being quite short we were able to fly for longer. We connected with the convergence and flew North to Silverdale exploring the lift which was quite strong in places, we eventually landed after an hour.

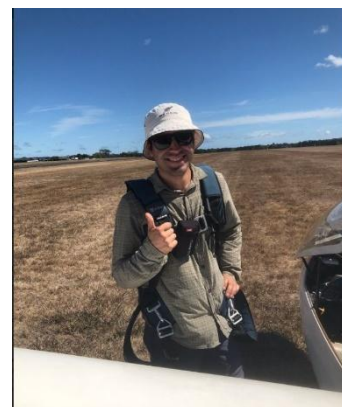
Al was next for a check ride before finishing off his solo requirement in GNF to be able to transition into GVF. Later in the day Al took GVF for a 40 minute flight, well done Al, looks like you are the new owner of the PW5!

The single seater brigade had also been taking to the sky, Kazik, Lionel and Craig all had descent flights with Kazik taking the longest flight award with a 2:28 well done Kazik.

Alex also flew for the first time in GKT to start getting familiar with his new steed, three flights throughout the day, well done Alex.

Michal Weyna also flew, we had a go at towing to the convergence that had now moved further to the East. It turned out to be too far to reasonably get to so we flew the planned lesson before returning.

Well that was another day in the back seat of NF see you next time 👍 😊



## Instructor Report Sunday – Ray reports *(not all of them made it back)*

For those who missed it, Sunday was an open day for Warbirds at Ardmore. For Lionel, Izzy and myself it meant an 0630 (yes, it's still dark then...) at the ATC hangar. We reviewed the flight plan, prepped and then I watched them depart before settling in at the café for a leisurely breakfast. Craig, Kazik and Rex trickled in and we finally managed to extract ourselves about 9ish to open the field.

Two C-130's departed at 10ish for places unknown (unknown to us; I assume they had some vague idea of where they were going).



The fleet was prepped. Tony Strugnell came out for a second day to his tow rating and he and Rex had a very careful look at the starboard wing strut attachment (they seemed to be inordinately focussed on it not coming apart – what could possibly go wrong?).

Craig, Steve, Alex and Kazik all had cross country ambitions and departed as soon as they were able.

The mere mortals remained in the local surrounds with both Ryan and Emmerson chalking up another solo. I took a trial flight out over his house at Kumeu and he loved the experience. He had been an ATC cadet in his native Canada and told us that every time they went to go gliding the event had been cancelled for some reason or other, so was over the moon to finally get to do it here.

Tony P completed his BFR and Tony S got to see what it was like from the other end of the rope (I think the expression was “focussing”).

Lionel and Izzy returned while we were at the 08 end which was very convenient to get some help putting the beast away and Lionel stayed on to do a flight with Michael (thanks Lionel).

While that does not sound like a lot, it was interspersed with two end changes and a C130 arrival so the last flight landed at 1915. The last time I was landing a glider into the setting sun was off 23 at Hobsonville. So quite some time ago.

The benefit of flying so late was that we didn't have to wait as long for the THREE outlandings to get back. Kazik had landed at North Shore <https://nzcivair.blogspot.com/2025/03/a-glider-at-north-shore.html> and was hoping for an aerotow retrieve but the long flying day meant that Peter eventually took his trailer up there. Alex landed not too far from the airfield on the northern side of the forest about 5k from Wainui. Thanks to Rueben and Emmerson Yeoman for going and getting him. Craig landed heaven knows where after making it to Kaikohe. He then twisted Andrew's arm to drive down from Whangaparaoa to collect his car and trailer, arriving back at the airfield about 2030.

Leaving "guess who" to make it to Kaikohe and home again....

*Okay okay here the real stories from the pilots concerned...*

*The Great One tells us how a wisp of hot air got him home*

Sunday 16th was looking like another great flying day. RASP was saying good thermals from 12pm extending as far north as you may care to go and a lovely sea breeze convergence lasting until well after 6pm to come home on. The plan was for Craig Best to do his 300km FAI Gold / Diamond Goal distance flight to Kaikohe and back (330km) and I would tag along to keep him company. Craig launched first at 11.54am and I launched 12 minutes later at 12.06pm. Craig had a start point somewhere near the Riverhead Forrest and I back-tracked to my start point direct overhead Whenuapai. I caught up with Craig about an hour later overhead Wellsford where I was at 4,000' and Craig for some reason was down at 2,200' but climbing. We then flew roughly together in a lovely sky reaching Kaikohe right on 3pm which was our nominated turn back time. There was plenty of gliding activity at Kaikohe as we approached, with two gliders up around the 4,000' cloud base, one glider winch launching and one waiting to be launched. Nobody however elected to chat to us and I didn't recognise any of the voices.

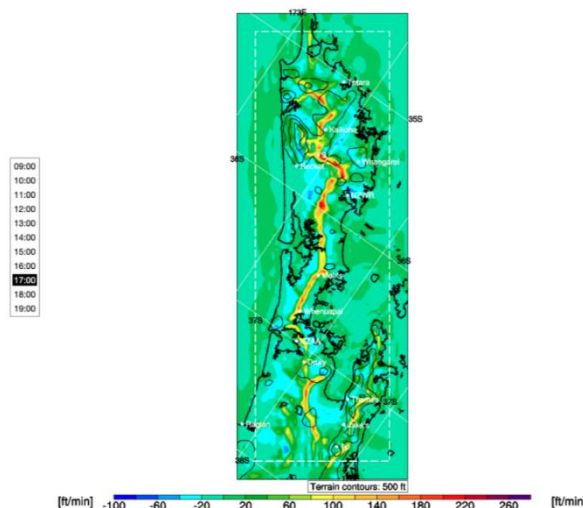
Heading back the sky looked a bit more filled in but was still working well. We could see the convergence line well out to the West and low sea breeze clouds running down the east coast from Whangarei southwards. Which side was best was not clear so we took the safe option, straight down the middle. This worked ok until we were about adjacent Waipu where I took a 6kt climb to 5,500'. Craig however didn't stop for this climb and that was the last time I saw him. It was also the last climb I was to encounter for quite some time.

Despite the clouds looking like they should produce everything had gone quiet for some reason. This was not what was advertised by the gliding forecasts! I think the sea breeze had come in under the convergence from the east and cut everything off. Way out west was where we should have been. Anyway, it was a slow downhill slide from abeam Waipu all the way to Wellsford where I arrived overhead in the blue at 2,000'.

At this point Craig came on the radio advising that he had landed out and I advised that I would likely be landing at Springhill. Just then a small bump on the vario. A bit of lift coming off the town. I turned and maintained height. So I just



Boundary Layer Max. Up/Down Motion  
Valid 1700 NZDT (0400Z) SUN 16 Mar 2025 18hrForecast@1706z  
D:\Jack\BLPMAP from RASP 3.3km GFSa TdF WRF-AFW model





kept turning. As I turned I slowly drifted West in an 8kt sea breeze. For the next 26 minutes I just kept turning in my little half bubble and drifting West. I knew if I just kept drifting with this thermal it would eventually contact and get sucked up into the Western convergence. 8km South West of where I had started, the climb improved as I found myself right on the Western edge of the cloud line that marked where the sea breeze from the West was coming in. I was now at 2,630' so a 630' climb in 26 minutes, meaning an average climb rate of 0.24Kts! With Kaipara Flats around the corner of the bush covered



hills about 10km away and Mangakura Airstrip just 7km away on the edge of the Kaipara Harbour and the sky ahead looking good, I now had the confidence to move on.

Just a couple of kms down the track a better thermal, I climbed to 3,400' and moved on again. A few more kms and another good strong climb in the convergence up to 4,000'. I was now on final glide with 40km to run to get home. On the glide I passed within 3km of where Alex had landed out in MP but never spotted him. Changing to WP ATIS first and then 134.50 just North of the Riverhead Forrest I could hear flying was still taking place at Whenuapai and that runway 26 was in use. In no time at all I was back on the ground at Whenuapai. It was 5.23pm and I was just in time to see the trailers leaving to retrieve the days other not quite so lucky adventurers. I reckon next time Craig will nail it!

Steve Wallace

*Brilliant stuff*

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### **Craig Best - So close but so far.....**

Steve mentioned that he would be keen to do a Kaikohe run on Sunday, looking at the weather that looked very possible. We managed to get away at midday, maybe a bit late but we were relying on a good predicted convergence to get us home. Thermalling our way up we got to Kaikohe at 3 pm and then started making our way home, all was going well till around 4.30 ish where the convergence did not eventuate and found ourselves in a dying sky and I found myself a paddock just north of Wellford, Steve managed to scrape a bit of lift and made it home, well done Steve.



Thank's to Andrew for fetching me, Ray and Lionel waiting for us we were back at the airfield before 9pm.

That was an awesome flight making our way to the far north.

*Excellent Effort Craig*

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### **Alex – where did the strip go**

My mission on Sunday was to take it easy and just do a 50km XC to Springhill and back. I ended up in a paddock at Monowai Rd on the return leg.

Around Monowai Rd I knew there were several strips and there was a really nice one that caught my eye on the way North. I had made a mental note of it and pressed on.

After successfully making it to Springhill I struggled for 1 hour at Kaipara flats where I was stuck at 1500ft until I managed to hit a thermal that would let me track east towards a nice cloud system over Warkworth. I could only get 3000ft which was not enough for final glide to North Shore. The convergence was rather weak and I thought I was likely to land out, but I'd at least shorten the retrieve. I decided that it was best to land at the airstrip I spotted rather than in the Millwater Bowl or at the paddock near the MightyApe warehouse.

So off I went tracking Southwest and I saw my big beautiful airstrip again. I flew over it to double check it was all good, made a note of the surrounding landmarks, and decided that it was best to join on a left downwind to avoid the surrounding hills. To position myself at the right place for the downwind leg I needed to track away from the strip to make sure my downwind leg wouldn't be too close in. During this time I completed my pre-landing checks and after a few moments I turned back to join the circuit.

The problem was that I couldn't see the bloody strip after turning around! Where the hell did it go?! I did a tighter orbit to look for it again and I saw another strip but it had obstacles on it. It definitely was not the beautiful strip I had picked out.

During this very active search I locked eyes on a decent enough looking paddock with some small hills on the approach path but quickly decided it would do the job. I immediately re-arranged my circuit and set myself up for a nice





steep approach with airbrakes and sideslip which worked out very nicely. Touch down was relatively smooth (a greaser compared to the last paddock I landed in) and I came to a halt comfortably before the gate.

Soon afterwards I got visited by the neighbours who quizzically asked "Why didn't you land in the air strip next door?"

The thing is, when you've configured the aircraft to land, how often how often do you do steep turns low to the ground? Never! But landing out in unfamiliar territory is precisely the time to do a steep turn at safe-speed-near-the-ground because it's just too easy to lose sight of where you want to land (especially when you've got a 15m wing blocking the view!)



If my first orbit had been a properly steep clearing turn, I'm sure I wouldn't have lost sight of the strip. What I find interesting was that once I had locked eyes on my paddock and committed to landing in it, I completely blocked out everything else.

In any case, it all worked out even with a sudden change of plans. A big thank you to Emerson and his dad Reuben for being an absolutely top quality retrieve crew. Thanks guys!

## Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Mar	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 STRUGNELLE	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 STRUGNELLE	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	