

WARM AIR 31 May 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

Weekend Roster

Saturday 31 May	Instructing:	S Wallace
	Towing:	R Burns
	Duty Pilot	P Scarborough
Sunday 1 June	Instructing:	A Fletcher
	Towing:	T Strugnell
	Duty Pilot	E Yeoman
Monday 2 June	Instructing:	P Thorpe
	Towing:	R Burns
	Duty Pilot	A Shipov

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!

Events

GNZ 75th Anniversary Celebratory Gala Dinner

This is an opportunity you do not want to miss. Being held on the evening of **Saturday 14th June, in Auckland**, there are six guest speakers telling the stories of;

- New Zealand's first known glider flight in 1909
- Stories from NZ's great female glider pilots (including how grumpy the males were when NZ's first ever Silver C was achieved by a female pilot)
- Keith Wakeman's story, stunning the world in 1957, making NZ and international headlines when he flew 435km in an astonishing 2hrs 50mins, 153km/hr, a speed unheard of in the gliding world at the time. This was also the first ever crossing of Cook Strait in a glider (the second ever crossing by the way was also by Keith in none other than Ray and Andrew's K6 – ZK-GBU).
- Doug Yarrall's New Zealand (and at the time world) absolute altitude record of 37,288ft on 10th March 1968, a record which has stood for over 60 years. The New Zealand two-seater absolute altitude record by the way is held by, then Aviation Sports Club members, Peter Coveny and Roger Read (37,108ft).
- Bruce Drake talking about the World Goal & Free Distance Record of 1,254km set by himself, Dick Georgeson and Dave Speight (bottom of the South Island to the tip of the North Island's east cape).
- Terry Delore – talking about some of his incredible gliding feats, including his recent Bluff to Cape Reianga flight. If you have never heard Terry speak he is a must.

All this and much more with video and slide shows from NZ's gliding history.

We have more than 70 current and former glider pilots coming from all around the country so it would be nice to see some of our local ASC pilots there as well.

Link below with details on how to book.

<https://kor.qwilr.com/75th-Anniversary-Gala-Dinner-2Jj3C3r3TLmb>

Steve Wallace – GNZ President

Duty Pilot cover

Ben Gambaro is temporarily moving south and unable to complete is rostered Duty Pilot from 15th June onwards. If anyone can provide cover and swap, please reach out to Ben.

Weekend Reports

Saturday – Ivor reports

The weather Saturday was very calm. Blue sky everywhere and very light winds, forecast to become increasingly from the east.

I arrived and opened the field, expecting to get at least a couple of pilots wanting to fly. Izzy was flying the Grob 109 with ATC cadets, and her preparation for the day was already well underway. We agreed that flying from 08 would be best for everyone, and with tow pilot Ruan and duty pilot Tony having arrived, together with Lev and Anton, Dave Todd and Cassian, we started getting planes out and ready to fly.

The 109 had already done a couple of flights by the time we were setting the rest of the fleet up at the 08 end. Dave rigged GBZ, apparently expecting more from the sky than was apparent.

First up was Lev, climbing to 2000' and generally flying well, although with no lift, he was soon setting up for a landing, which went well. Cassian was needing a check flight before hopefully getting a flight in GVF. We extended the flight a little and managed to fit in a descent on tow exercise, which he executed very well, before returning for a good landing. Unfortunately it turned out he was needed elsewhere, and so missed out on his solo flight. Anton had the next couple of flights in GNF, wanting to really focus on his landings. While they both went well in the ideal conditions, his second attempt went very well, with a textbook landing. While we were working through these circuits, Kazik launched in GVF and Peter Thorpe jumped into the 109 for a few cadet flights, providing some relief to Izzy who had a whole day's worth of cadet flights to work through.

Along with everyone else, Kazik found little or no lift and so was soon back on the ground. Dave however had found lift well out to the west and was still airborne, going on to achieve by far the longest flight of the day.

Next flight for the twin was a back seat currency flight for Kishan. Despite not being a long flight, Kishan showed his flying skills, with a particularly well executed landing.

Then it was the turn of Michal to test out the sky. He had not flown for a little while, so was hoping for some good air time. In the end, his flying was good but sadly we found no lift and all too soon we were back on the ground, having worked through some circuit scenarios on the way down. The next person wanting to fly was Som Yadar, a new youth club member who had previously just had an initial trial flight. He took control pretty much from release and showed a confidence on the controls and a willingness to learn which led to him flying well, down onto the final turn for landing, after what was an all too short flight. He is very keen and with regular flights will doubtless make a good glider pilot.

The final flight for the day was with Phil Scarbrough, who was at the field with the ATC cadets and wanting at least a short hands-on flight. He did a 1000' circuit, ending with a well judged and executed hangar landing. By the time we arrived at the hanger mast people had already left, so we put GMP and GNF back into the hanger, together with the tow plane and the tractor. Then while Ruan went to get fuel for the next day, I went to check up how things were progressing with the ATC, to find that they too were all packed away, with the only person left being Izzy. I was taking a couple of pilots to the bus interchange in westgate so together we waited for Ruan to return with fuel and stash it into the fuel store, before the five of us headed off. By now it was just getting dark. There had been a total of 19 glider launches for the day, so overall a good day of flying, especially given the conditions, and lots of learning happening.

Sunday – Ray reports

The day started nicely but deteriorated by lunch time. Kazik and Rex and I started the day with Amir and Christine’s excellent hospitality and fabulous coffee.



It took a while for anyone to arrive at the field but that gave us some time to get a/c DI'd and tighten the fan belt on the yellow tractor. Dave turned up planning on a quick fly in BX so we trundled down to 08 and started ops. Kazik and I had a fun flight in NF. Followed by Emmerson demonstrating some really superb spin handling to me. By then the cloud bank that was developing to the East was encroaching in our play-space. Harvey and I dodged a few showers to do some “Primary effects of control” then we waited for the sky to clear.... And waited And waited Then we went home!

While we flew MBZ (Piper Tomahawk) did a few flights in the circuit before sending our very own Ben Gambaro on his first solo. **Congrats and well-done Ben.**

Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
Kings Bday	31	P SCARBOROUGH	P THORPE	R BURNS	
	1	E YEOMAN	A FLETCHER	T STRUGNELL	
	2	A SHIPOV	S WALLACE	R BURNS	
	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	