

WARM AIR 14 June 2025

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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

Weekend Roster

Saturday	Instructing:	I Woodfield
14 June	Towing:	R Heynike
	Duty Pilot	S Chand
Sunday	Instructing:	A Fletcher
15 June	Towing:	T Strugnell
	Duty Pilot	-----

MEMBERS NEWS

In this edition of Warm Air

Club News

Upcoming Events

Weekend Reports

A Sly 300km report

Roster & New Roster

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

Events

Can you contain yourself??

It's nearly here...

Sat 21 June. (Sunday if the weather is inclement) Shortest Day... Longest flight. Ending with a BBQ.

Rules: 2000 Ft Tows Max. Depending on the conditions on the day and the number attending we may add an extra handicap of 1500ft for the over 100 hours - to improve turnaround.

Handicapping

Under 5 Hours PIC... The time you flew

Between 5 and 20 Hours PIC ... the time you flew less 2 minutes.

Between 20 and 100 hours PIC ... the time you flew less 5 minutes.

Over 100 Hours PIC ... the time you flew less 10 minutes

Over 1000 hours PIC ... Hmmmm ... The BBQ will be nice....

Steve Wallace ... Not sure if he even gets a sausage!

Come out, Rig, have some fun. Gus is Towing so I'm sure he can be bribed into dropping you in left (or alternatively dropping your competition in sink!)

Ray

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. And Marley Kuys is also away until September and will be looking for cover.

MP Annuals Coming up

MP is due its annual inspection soon, the plan is to de-rig next Saturday 21st June after flying (shortest day comp) and take down to Derry, booked in for the week of the 23. MP should be back on Saturday 28th providing all is in order.

A New Roster has been produced see it at the end of the Newsletter and book your duties in the diaries.

Weekend Reports

Saturday –Izzy reports

Depending on what forecast you looked at, Saturday was either going to be raining all morning or partly cloudy. Thankfully it was looking more like the latter on the drive to Whenuapai in the morning which meant flying was all go for the cadets of 5 SQN. Before things got underway, Ray, Peter, and I met at the cafe for the standard breakfast which was tasty as usual. Ray headed up the far end to prep the 109 for flying and I went to organise NF with the cadets flying with me.

There was a bit of concern earlier in the day with a helicopter using LIDAR for flood plain scanning. Apparently this required them to fly at exactly 700ft at exactly 70kts (sounds tricky). Initially this would've restricted us to 1 glider flying at a time and no more than 1500ft. Thankfully Al in the tower had a chat with the chopper pilot and as long as we stayed West of the prison, we were allowed to operate as normal.

My day was full with cadet flights from 5 SQN, with a mixture of first time fliers and a couple with some previous experience, including the Kruger brothers who after a couple of months off came back to shake off the rust. Both of them flew well and it was good to see them up in the air again. The only club flight for the day was Ben Sly who took up MP just in case there was some lift around (unfortunately he had no more luck than I did). Ray and I both finished our cadet flights around 3pm, and after a chat in the hangar, we were off home at a very respectable 4pm. Thanks to Peter, Kazik, Ben, and Tony for helping out throughout the day.

Izzy

Sunday –Lionel reports

Sunday was a student training day. Anton was first up performing well, followed by Lev who took his turn next taking on the challenges of take-off and aerotow.

Then came Gaelle, returning to the cockpit after time away but flying as if she'd never left. Harvey then took the reins of NF and was introduced to aerotow.

Lastly, a trial flight with Jack Saunders, a young and eager friend of Harvey's, brought a spark of enthusiasm to the day. Jack embraced the experience, taking the controls confidently and clearly enjoying himself. All signs point to him being a fantastic addition—should he choose to return. 🛩️ *(we hope you do Jack)*

Ben Sly reports on his 300K along the Coast on Kings Birthday Weekend

It was Monday when I saw the wind might be good for a coast run on Saturday with the forecast averaging around 28 knots straight onto the coast. I contacted Steve to see if he would take me and he suggested that I ring Ray to ask permission to take MP out for a run. Ray gave the go ahead and so it was decided, Steve would go in the twin for a couple runs with Emerson Yeoman and Bill Dewar, I would take MP and Craig and Ben would join us in ON and VF respectively.



Saturday arrived and there was no doubt that the coast was working as I was nearly blown over getting out of the car. Gliders were DI'd and rigged and I put a 300km task into Ray's flight recorder which would be my goal for the day. Steve launched with Emerson at 1029 with me following in MP at 1054. The tow was quite bumpy on the climb out of Whenuapai and we soon reached 2000', levelled out and I descended to a nice and smooth low tow position, eventually reaching Muriwai.



After I released I tracked towards the start line of my 300km task and once I had crossed it I headed straight to the cliffs at Muriwai and then once I met up with Steve, we tracked to Piha. We stayed at Piha for a while so I could familiarise myself with the coast and after saying hello to the people at the Piha lookout we headed down to the Manukau crossing. It was a very quick and easy climb to 1500' and soon we were across the Manukau and established at a 100kt cruise down to the Waikato crossing. This climb took far longer than the previous one as the cliffs were lower and we had to climb higher to 2000'. We timed our run well as there was a cloud street heading out to sea that formed just south of Kariotahi that we were able to use to get that last little bit of height. Craig joined me at this point and while I climbed a little higher Steve headed across to the southern side of the Waikato. Craig and I started crossing at about 2200' and made it across safely making sure to keep out of the dump by pointing the nose more into the wind rather than the direction I wanted to travel like Steve showed me when we went down together. On reflection, realised that I had been flying a little too fast so I unnecessarily gave away some height that I could have kept in case something went wrong. After this it was a smooth trip down to Raglan where we reached our first turnpoint.

Craig and I turned around and headed back towards the Waikato crossing. Once we arrived at the southern end of the Waikato we encountered our first rain showers of the day. There was one on the northern side of the Waikato and soon one arrived where we were so we had to head down south a little to keep clear. Once the rain cleared it was a slow and weak climb back to 2000' before we crossed back to the northern side of the Waikato. We headed back to Kariotahi when another shower hit that stopped us from being able to reach the Manukau crossing. After holding for around 15 minutes we were able to fly through some light rain and then climb to cross the Manukau. When we reached Piha Steve joined us and we met up with Ben Gambaro who had decided to brave the coast in the mighty VF. Ben and Craig weren't keen on dodging more showers down south so they started the trek back home. Steve and I crossed the Manukau in some light rain but we safely made it through to the other side before

a shower hit the Douglas road airstrip. Steve managed to get through before the shower hit but I was forced to hold for the shower to pass which took about 30-40 minutes. Then there was a gap in the shower that I managed to squeeze through before another shower hit (photo below). After this it was a quick trip to the Waikato river crossing with my final turnpoint being right on the northern edge of the river, so I had to climb up a little to reach it.

It was then a quick trip back to the Manukau crossing where I ended up flying a little fast again to beat a shower which was rapidly approaching the southern edge of the Manukau bar. I had to climb to 2000' for the trip home on the cliffs at Piha which had substantially weakened, plus cross my finish line at Muriwai. My flight time was soon approaching 5 hours so I gave Ray a call to ask whether the 5hr flight time for the silver and gold badges could include the aero tow and he said that it didn't so I should try my best to get another 20 minutes or so. As soon as the flight recorder beeped to say I had crossed the finish line I turned and headed for home at 1556. I knew this was not going to be enough to get my 5hr flight for the badges but I felt this was the safest option as there was rain approaching everywhere from Piha to Muriwai. I left at 1900' and crossed the threshold of 03 at about 450' and by the time I flew past the hangar I was just at 190' AMSL. Unfortunately I missed out on my 5hr flight by 3 or 4 minutes because I prioritised my safety above all else. I am a bit disappointed but at least I made it back in one piece!



Ray and I submitted my flight for review and claimed for my silver and gold distance flights. I'm happy to say that my claims have been accepted for my silver and gold badges. Thanks to Steve for looking out for me on the coast and to Ray for letting me take MP down to Raglan and back!

All in all, a great day flying and smiles all round.

Awesome accomplishment Ben – You will pass the 5 hour bladder test another time.

Rex provide the annual Lake Whenuapai Photo. Might be an ocean after this week's rain



Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
June	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	

Duty Roster For Jul,Aug,Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	G109
Jul	5	M KUYS	A FLETCHER	R HEYNIKE	
	6	M WEYNA	I WOODFIELD	R CARSWELL	
	12	D MCGOWAN	S WALLACE	R BURNS	
	13	K BHASHYAM	I BURR	P THORPE	
	19	I O'KEEFE	L PAGE	R HEYNIKE	
	20	T PRENTICE	A FLETCHER	R CARSWELL	
	26	R SEMMENS	I WOODFIELD	T STRUGNELL	6SQN (RB)
	27	P SCARBOROUGH	L PAGE	R BURNS	
Aug	2	E YEOMAN	D TODD	R HEYNIKE	
	3	A SHIPOV	P THORPE	R CARSWELL	
	9	B SLY	R BURNS	G CABRE	
	10	C BEST	I BURR	T STRUGNELL	
	16	S CHAND	S WALLACE	P THORPE	

	17	A MICHAEL	A FLETCHER	R HEYNIKE	6SQN (LP)
	23	G STANFIELD	I WOODFIELD	R BURNS	
	24	K JASICA	L PAGE	R CARSWELL	
	30	C HAYWARD- SLATTERY	D TODD	G CABRE	
	31	A NEJATI	R BURNS	T STRUGNELL	
Sep	6	M KUYS	P THORPE	R HEYNIKE	
	7	M WEYNA	S WALLACE	R BURNS	
	13	D MCGOWAN	A FLETCHER	P THORPE	
	14	K BHASHYAM	I BURR	R CARSWELL	
	20	I O'KEEFE	I WOODFIELD	G CABRE	6SQN (IB)
	21	T PRENTICE	L PAGE	T STRUGNELL	
	27	R SEMMENS	D TODD	R HEYNIKE	
	28	P SCARBOROUGH	R BURNS	P THORPE	