

WARM AIR 7 June 2025

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

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

Weekend Roster

Saturday	Instructing:	I Burr
7 June	Towing:	P Thorpe
	Duty Pilot	B Sly
Sunday	Instructing:	L Page
8 June	Towing:	R Carswell
	Duty Pilot	C Best

MEMBERS NEWS

In this edition of Warm Air

Club News

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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 – Steve Wallace reports

Saturday 31st – A nice coast day. Ben Sly contacted me as early as Monday to say the weather was looking good on Saturday for the coast. So with a bit of arranging we sorted for Ben to fly MP and I would take Emerson in the twin. I'll let Emerson tell you his story. While updating my Base Pass on Thursday our club OIC and Base Chaplain, SQNLDR Bill Dewar, who is also a C Cat Gliding Instructor, indicated he would be keen for a run on the coast so we organized Bill for Saturday afternoon assuming all went well with Emerson's flight. To fit two flights in I was budgeting on getting away on the first flight with Emerson by 10.30am, spending no more than 3 hrs in the air, so back by 1.30pm then launching no later than 2pm with Bill. This would leave another 3 hours to get back to WP by 5.00pm, 13 minutes before sunset. A quick run to Raglan and back is around 2hrs 20 minutes but with rain around there was bound to be hold ups and on Emerson's flight we had to also wait out on the coast for Ben Sly in MP to arrive as we planning on flying with him. So in the end, with rain hold ups on both flights I used up all of my 3 hour budgets. For Bill and I the biggest hold up was the final glide home. We arrived at the Piha high point, quickly climbed to 2,300' but could not start the final glide home as the way was blocked by a large shower that had just gone through. So we waited and as we waited the wind eased off and we slowly sank from 2,300' all the way down to 1,600' before some incoming cloud we had been watching gave us a boost back up to 2,100'. At the point it was now or never so we left the high point, tracked north to Anawhuta and on a wing and a prayer turned for home at 1,800' to begin the 21km glide home. At this time of day there was going to be little help from any thermal bubbles so the glide was always going to be skinny. At 13km out and 1,000' we passed overhead the Waitakere Golf Course and Bill suggested that could be a possible place to land. I briefly considered this helpful suggestion but felt with a tail wind still helping us along we could just make Whenuapai or if not we could bail into the land being cleared between the North Western motorway and Brigham Creeks Road. It was however obvious that there would be no height for a circuit so by 5km out and at 3km out I was calling a downwind landing on 03. I could see we were going to make it but only just. And so it was, we passed over the boundary fence and careful to avoid the runway lighting we floated down the long sealed vector before touching down and rolling to a halt. We had run out of energy about 300m from our home point and 13 minutes before sun set. The day and my time budget had been fully used up, we left nothing on the table. Thanks to all those who waited for us to get home and who were no doubt tracking our progress.



Sunday – Andrew Fletcher reports

Sunday looked like it would be a drier day than Saturday, however it rained on the drive into Whenuapai. Ben G and Craig were already working on trailers when I arrived.

Tony arrived to get the tow plane ready, we pulled it out for the D.I and waited for intrepid pilots to arrive. Al and Emerson showed up but neither were super keen to fly, the cloud was low with the odd rain shower passing through. Emerson had been on the coast the day before with Steve so a short flight to cloud base and back was not that attractive.

We hung around until around 1130 but no one turned up so we called it a day, hoping for a better day next time, it is winter I guess.

Monday – Peter T Reports

I started early thinking I would join Ray at the Puriri cafe for breakfast only to find it was closed. So back to the WP Bakehouse for scrambled eggs where Ray also appeared. Ray was towing and Ben S was duty pilot and Cassian, Phil Scarborough and Tony P appeared so we prepped the aircraft and set up for grass 26. Ray and Ben were busy completing paperwork the 300km he flew on Saturday – what an outstanding effort for a 15 year old. The wind was WSW at about 10kts with broken cloud above 2500ft but not much sign of lift.

Tony P was first away at midday but the soaring gods were absent and he was back in 16 minutes. Cassian was next in VF and he managed the longest flight of the day – a whole 21 minutes!! He tried again but could not improve on that time. Ben S took two flights in MP to practice circuits and I took a ride in RDW with Ray to satisfy the annual standardisation check which tow pilots should do.

Phil S then took two short flights in MP as part of his 'return to regular gliding' plan and demonstrated he has not lost his skills with two good landings.

The tower came on watch for a C130 arrival but our old mate Adam was on duty so there was no drama and we smoothly fitted our ops around his arrival.

Cassian needed to check off some items from his training sheet so we went up and signed off spinning and spiral dives plus we talked through some other items on the ground.

Last flight of the day was Ben S who wanted to gain some experience flying from the backseat as he works towards a passenger rating. Some steep turns and a smooth landing finished the day at 1508. Nine flights total for the day but only two for the twin. After a drink and chat around the caravan we were off home by 1600hrs.

Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
June	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	