

WARM AIR 20 Sept 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	Instructing:	I Woodfield
20 Sept	Towing:	G Cabre
	Duty Pilot	I O'Keefe
Sunday	Instructing:	L Page
21 Sept	Towing:	T Strugnell
	Duty Pilot	T Prentice

MEMBERS NEWS

In this edition of Warm Air

Club News

Upcoming Events

Weekend Reports

Roster

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

News / Events

Righto folks, well last weekend blew hard, while mere mortals complained about the horrid weather, the avengers assembled and hit that coast. So mighty adventures for first timers and some great achievements with two pilots getting their 300km badge flights. Of course, most coast flights are below 2000ft. Meanwhile one of our members went to the stratosphere down in the Tauranga wave. So plenty of great stories and pictures below. Thanks to Rex, Alex, Izzy, Al, Steve, Ben Sly and others for their stories and photos. We will post some on the ASC Facebook in due course.

Well done everyone and congrats to your achievements, I am sure you are still buzzing.

Weekend Reports

Saturday – Steve Reports



Saturday was another nice coast day with an average of 25Kts straight on to the coast in the morning. With a front moving up the country however the forecast was for it to get quite a bit wetter in the afternoon and somewhat more windy. It was for this reason that we started early and myself with Cassian in the front of NF launched at 8.58am. Alex Michael and Kazik Jasica were wanting to have a go at their 300km flights but uncertainty in the weather post midday meant they decided to leave their attempts until Sunday in the hope that Sunday’s weather would have a larger window. Conditions on the coast for us early birds was very good and with no rain hold ups, we were at Raglan just after 10am and back up North a bit after 11am. We heard Dave Todd in BZ releasing from tow around 11am and passed him at North Piha shortly afterwards. Unfortunately for Dave he was a bit late and he met the weather coming up the country before he could get to Raglan. After a bit of playing around at Muriwai as I experimented with what it would look like to transition from the dunes back up onto the cliffs, Cassian took back control, climbed us up to 2,400’ and glided us back to WP to have us on the ground at 12.10pm. Dave was only 26 minutes behind and we had everything packed away before the more serious bouts of rain arrived at 1pm. Having done all the flying except for the bit at Muriwai I was happy to give Cassian his West Coast rating. Well done Cassian.



One NZ 17:49 92%					
< Back Kario (High Side) ★					
Live Chart Table					
15 minutes average			Hourly average		
WIND (KNOTS)	GUST (KNOTS)	DIRECTION	TEMPERATURE (°C)	TIME	
35.1	45.9	→ WSW	12.6	17:45	
31.3	37.8	→ W	13.4	17:30	
34.0	42.1	→ WSW	13.8	17:15	
35.6	44.8	→ WSW	13.6	17:00	
34.6	43.7	→ W	13.1	16:45	
35.1	42.1	→ WSW	11.4	16:30	
40.5	51.3	→ WSW	12.4	16:15	
40.0	49.7	→ W	14.2	16:00	
37.3	45.4	→ W	14.2	15:45	
35.6	45.9	→ W	14.4	15:30	
36.7	47.0	→ W	14.2	15:15	

On another note, with ON out of action Ben Sly took a trip to Tauranga and flew in their Duo to 20,000’ where it was minus 28 degrees C.

Check out the wind gust at 16:15 Saturday 13th Sept.



Dave bringing it home in mighty style.

Sunday — Mr Coast S Wallace reports again

Sunday 14th was yet another great coast day. The wind was pumping, the tows out to the coast were exciting and a trough line with plenty of shower activity under it slowed up everybody's progress to Raglan as it worked its way up the coastline. Once through though the weather was lovely and everybody had a fun time. Achievements included, Kazik 300km flight, Alex 300km flight, Al first time on the coast and Izzy making Raglan and back in MP.

Steve

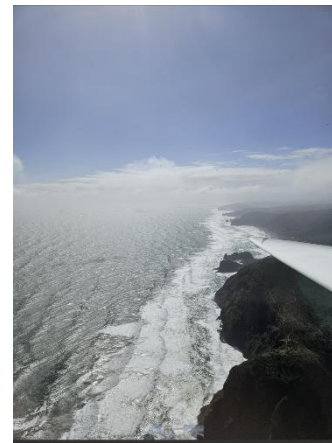


Don't Leave me behind – Izzy

I had spent the week keeping an eye on the weather for Sunday after Alex pointed out the wind was looking like a potential coast day. The forecast on Saturday evening was showing perfect coast conditions, so we planned for an early arrival to set up. I arrived a bit after 8, not being as much of a morning person as a few other members, and found the club aircraft were already out and both Kazik and Alex were busy rigging. It wasn't long before Steve turned up for the second coast day that weekend, this time to take Al. As my instructor services were not required, I decided to (/ was volun-told to by Alex) prep MP to go for a flight as well.



Steve and Al launched just before 10, and after a fairly rough tow into a strong headwind, they were quickly underway and crossing the Manukau harbour heading South. Kazik, Alex and myself soon followed, with about a 30 minute gap between launches. With that, Peter, Tony and Kishan hunkered down in the hangar away from the wind to await our return, and those of us flying began the task of dodging showers trying to make it down to Raglan. I'll save the storytelling to the others, but to summarise, we all made it down to Raglan at least once, twice for Al and Steve. Kazik and Alex also completed their 300km flights, and that was on Kazik's first ever solo coast run! Fingers crossed the tracks are up to scratch and can be verified. [Congratulations](#) guys, awesome effort.



The twin, Kazik and I all headed back and landed around 2:20pm, and Alex followed just over an hour later at 3:30. We quickly put the gliders to bed and swapped stories of the day over a cold drink. Thanks to Peter for the tows, and to Kishan and Tony for helping out on the ground.

Izzy

Sweet as Izzy, brilliant flight....

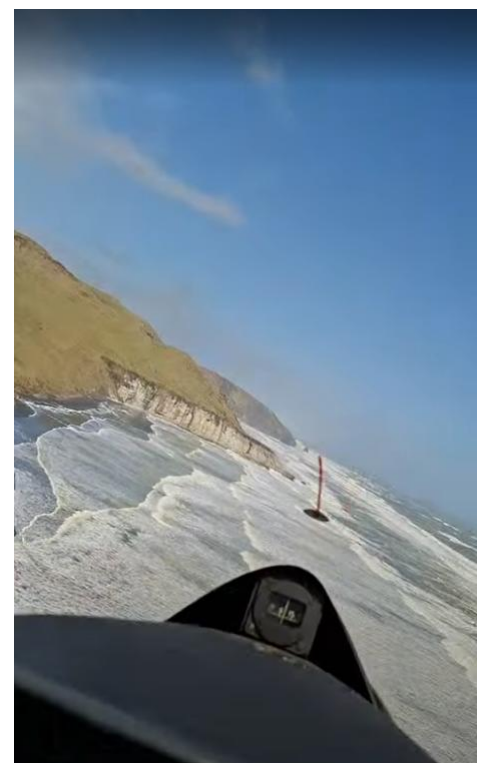


300km gold attempt – Alex Nails it

The flight started with the most wild tow I've ever experienced and ended with the smoothest final glide possible (sandwiched between some stressful shower dodging and easy stretches of ripping the coast).

I had been monitoring the weather all week and saw yet another coast weekend shaping up, with Sunday looking particularly good for a 300km gold distance attempt.

I met Kazik at the gate nice and early at 0730 so we could have plenty of time to get rigged and get set up properly. Just as I was ready to get KT out the trailer I realised I had forgotten the battery at home so I had to make a mad dash back to Greenhithe to pick it up. Thankfully, it's not too far away!



With the glider rigged and the task set, I launched at 1046 after Kazik. It started off as a pretty standard coast day tow i.e. quite dynamic, but as we got closer to the coast, things started to get very, very dynamic. I could see a front approaching which Peter and I tried our best to skirt around and below. This caused our combined tow speed to fluctuate considerably for a moment and a disconcertingly large amount of airbrake was needed to get rid of bows forming in the rope, something which I've never experienced before. Those weak links endured quite a bit! However, once we were clear of the front, things settled down again. I released at Muriwai at 1105.

There was a trough forecasted to pass through midday with some heavy shower activity. Once established on the coast, my flight computer was telling me the wind was blowing 245/35 kts at about 1000 ft. So there was absolutely no problem maintaining height, even at 100kts. As I got to Kariotahi I was blocked by a thick wall of showers just short of Port Waikato and it looked like it was going to take a while to clear. So I had backtracked back to Manukau Heads where I was joined by Izzy who had just made the crossing in MP. Turning back south, I could see some wide showers approaching in the distance all while it looked a bit sunnier up North. I had a quick look at the rain radar: wow there's a huge wall of showers approaching here! I'm definitely going to stay near the Waitakeres while I wait for this to pass!



I tracked all the way back to Muriwai and, this time, actually went through the start line of my task at 1226. It was lovely and sunny where I was but Piha was beginning to get battered by squalls. I had another look at the rain radar: ooooh those showers I saw were passing near Manukau heads *not* Port Waikato! NF, BC, and MP were well South of me making good progress to Raglan while I was stuck on the north side of the Manukau for the better part of 45 minutes.

To make matters worse, I was beginning to see a long line of showers in the distance marching closer and closer and my sunny stay at Muriwai was eventually going to end. Man, this was supposed to be fun... There were still frequent showers at Piha but I saw one that I could at least see through and decided it was best to punch through it in order to escape the trough and leap into the sunshine.



With wet wings in the Mosquitio, I knew I was going to pay the price with some sharp sink, and that was what I got, but thankfully it didn't last too long and I made sure I had good height before flying through the rain. Now all I could see was uninterrupted sunshine down the coast! I could finally start ripping down the cliffs to catch up with the rest of the gang.

After crossing Port Waikato southbound I saw the gliders tracking back north above me. It was nice to see other gliders and not feel so lonely! I eventually heard on the radio that they were getting ready to head back to Whenuapai but I was determined to finish the task even if it meant a solitary glide home.

It was full speed ahead to all the turn points, screaming past the cliffs and beach goers at low level. I crossed the finish line at 1504.

Now it was time for the final glide home. My strategy was to climb up to 2500ft at the Piha high point, tip toe to Muriwai, then go for it as soon as there was an opening. I was able to easily climb to 2500ft, which was reassuring, and then lost no height tracking to Muriwai. I saw two claggy cloud streets with low bases and tops around 2200ft, and a clear gap between them pointing straight to the airfield. I was a bit wary that the clear sky between them would be sinking air so I made the turn homebound surfing the tops of the left street.

No sink. Silky smooth air. 40 kt tailwind. Glide ratio of 80. Cruising between the clouds. Silence on the radio. It was the most magical moment I've ever had in gliding and what a way to end the flight.

Huge **congratulations** to Al for his first flight on the coast, Kazik for completing a 300km task (and his first time solo on the coast!!!), and to Izzy for yet another successful solo coast run! Thanks to all the people who helped me rig and de-rig and thank you Peter for the tow :-)

Cheers,
Alex

Way to go Alex and Congrats on a well fought 300km. Playing old style space invaders with the incoming rain squalls.

Peanut Slabs at FL200 – Wave Flying in Tauranga's Duo Discus XLT ***By Ben Sly***



I climbed into Tauranga's Duo Discus XLT, ZK-GXT, on Saturday, ready to chase wave with Ross Scholes as part of my prep for the South Island Regionals at Omarama. It turned into easily the most memorable flight I've done so far.

The start wasn't pretty. The rotor was brutal — the glider was getting tossed around, and every other flight at the field got cancelled. Ross was coaching me through it while I flew, and on tow I was locked on to the tug, working hard to keep us in position as we got hammered about. At around 2,500 feet we felt the first push of wave, but we stayed on tow until 3,000 feet just to be safe before releasing.

The moment the rope came off, the rotor vanished behind us and the glider slipped into the wave. The change was instant — from being thrown about to floating in air so smooth it felt like glass. The Duo just kept sliding forward effortlessly, the controls light in my hands, every movement silky and precise. The vario sang as we climbed, and that silky stillness stayed with us all the way up.

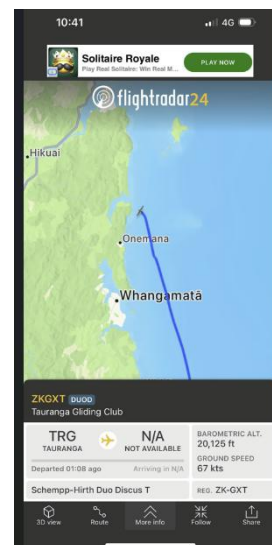
We pushed on to FL200. Up there we were both on oxygen cannulas, and outside it was around -30°C . Even inside the cockpit, the cold crept into my gloves and made my hands sting — and because of the nose hook, the freezing air blasted through the nose over my shoes. My toes were absolutely frozen.



The view made it worth it. The Bay of Plenty stretched out below, the coastline sparkling in the sun, and the clouds sitting thousands of feet beneath us. It felt unreal, like we were floating above the whole country.

We weren't alone either. An Air NZ ATR had to divert to Auckland, and we were on the radio with Bay Approach and Auckland Approach to keep everything safe. Hearing those voices and knowing where we were made it feel properly serious — like we'd stepped into the big league.

Ross kept feeding me tips — how to read the wave, stay in the core, and think about energy at height. The Duo felt amazing, and with him in the back I could really focus on flying while learning heaps. At one point he pulled out Peanut Slabs, and honestly, nothing beats eating chocolate while cruising along at twenty thousand feet.



We tracked as far as Whitianga, and for a while we even talked about carrying on to Great Barrier Island. In the end we turned back before the cold got the better of us, but it showed just how much range the wave was giving us.

Touching down, I knew I'd just had a proper step up. It's a huge confidence boost for Omarama and a taste of what wave flying is really about — chasing smooth lift high above everything else, watching the instruments climb, and feeling the sky open up. If this was just the warm-up, I can't wait to see what the South Island has in store.



Great stuff Ben, I enjoyed my Peanut Slab reading this yarn.

OLC is closing -

The Online Competition OLC will be closed down from the 22 of September, this month. You can read the full article on OLC at <https://www.onlinecontest.org/olc-3.0/segelflugszene/singlenews.html?news=3789>

Those who have used OLC to keep a log of all flights can transfer all your OLC flights to Weglide using this website. <https://olc2weglide.nl/>

You will need your OLC ID which is at the top of the settings page once you are logged in.

You will also need your Weglide ID which is at the bottom of the settings page in Weglide.

Once you have been able to download a season of flights you will be asked for your Weglide ID, your Date of birth, your OLC **USER** name (Not the ID number) and your OLC Password.

Check the top check box on the list to select all, then uncheck and select the files that didn't transfer correctly.

I've successfully done this for all my flights, it took a while, with several attempts, don't try and do more than one season at a time otherwise it times out. So do 2023, 2024 type of thing.

There will no doubt be lots of error messages that won't make much sense, but you should refresh the Weglide page to check what has actually been transferred.

Thanks to Anton CFI from the Auckland Club for highlighting and how to guide.

New Glider Fund

If you can contribute, even a small amount, the Club is fundraising for a new two-seater. If you win lotto you may wish to contribute a slightly bigger amount.....

We're looking to replace our training glider, Twin Astir GNF, for something newer and better that will last us many years into the future. To do this, we have recently set up an incorporated society, North Auckland Gliding Club, to make it easier for ASC Gliding to acquire new aircraft.

We're budgeting around 150k for a replacement glider. While we'll target funding from GNZ, the reality is that we'll still need to fundraise about \$75k ourselves.

Full details will be explained in due course at our Annual General Meeting in October.

For now, we just wanted to let you know that we finally have a bank account in place and that we've already raised \$4659!

Yes, we're accepting donations! You can donate via bank transfer to:

North Auckland Gliding Club
Account number: 38 9027 0013160 00

The club would also like to hear from anybody interested in making a debenture pledge. Please contact Lionel for more information: [✉ lionelpnz@gmail.com](mailto:lionelpnz@gmail.com) | 📞 021 534 103

Getting a replacement twin will be a big project for the club and the only way we'll get there is with your help. So let's make it happen!

Duty Roster For Jul,Aug,Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	G109
Sept	20	I O'KEEFE	I WOODFIELD	G CABRE	6SQN (IB)
	21	T PRENTICE	L PAGE	T STRUGNELL	
	27	R SEMMENS	D TODD	G CABRE	
	28	P SCARBOROUGH	R BURNS	P THORPE	

Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	G109
Oct	4	E YEOMAN	P THORPE	G CABRE	5 SQN RB
	5	A SHIPOV	S WALLACE	R BURNS	5 SQN LP
	11	B SLY	I BURR	R HEYNIKE	
	12	G STANFIELD	I WOODFIELD	T STRUGNELL	6 SQN IB
	18	K JASICA	L PAGE	P THORPE	5 Sqn RB
	19	C HAYWARD-SLATTERY	D TODD	R BURNS	40 SQN LP
Labour Weekend	25	A NEJATI	P THORPE	T STRUGNELL	
	26	M KUYS	S WALLACE	R HEYNIKE	

	27	M WEYNA	I WOODFIELD	T STRUGNELL	
Nov	1	B GAMBARO	A FLETCHER	R CARSWELL	5 Sqn IB
	2	S CHAND	R BURNS	G CABRE	
	8		I BURR	P THORPE	6 SQN LP
	9	K BHASHYAM	L PAGE	R BURNS	
	15		P THORPE	R HEYNIKE	5 SQN RB
	16	T PRENTICE	S WALLACE	T STRUGNELL	6 SQN IB
	22	R SEMMENS	I WOODFIELD	R CARSWELL	
	23	P SCARBOROUGH	A FLETCHER	G CABRE	
	29	E YEOMAN	R BURNS	T STRUGNELL	
	30	A SHIPOV	I BURR	P THORPE	40SQN RB
Dec	6	B SLY	L PAGE	R BURNS	
	7	G STANFIELD	S WALLACE	R HEYNIKE	40 SQN LP
	13	K JASICA	P THORPE	R CARSWELL	5 SQN LP
	14	C HAYWARD-SLATTERY	I WOODFIELD	G CABRE	
	20	A NEJATI	D TODD	T STRUGNELL	5 SQN RB
	21	M KUYS	A FLETCHER	P THORPE	