

WARM AIR 18 October 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:	L Page
18 Oct	Towing:	P Thorpe
	Duty Pilot	K Jasica
Sunday	Instructing:	D Todd
19 Oct	Towing:	R Burns
	Duty Pilot	R Semmens

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

Matamata Camp Labour Weekend

If you are planning to head to Matamata over Labour Weekend, please get in touch with Kishan (0210 645 648) if you intend to purchase breakfast, lunch, and/or dinner at the gliding club during your time there.

Additionally, ASC Club Dinner will be held on Saturday 25 October, at the usual Redoubt Bar & Eatery in Matamata town. Come along for great food, good laughs, and even better company! All members and guests are welcome to join.

See you there!! Clear skies and full plates!

Kishan

With that in mind, anyone who is intending to fly at NZMA should make sure they are familiar with the local Club's standard operating procedures. These can be found at these two locations:

https://glidingmatamata.co.nz/members/procedures/standard_operating_procedures/

https://glidingmatamata.co.nz/members/procedures/gridding_priorities/

Please make sure you have read and understood both of these!

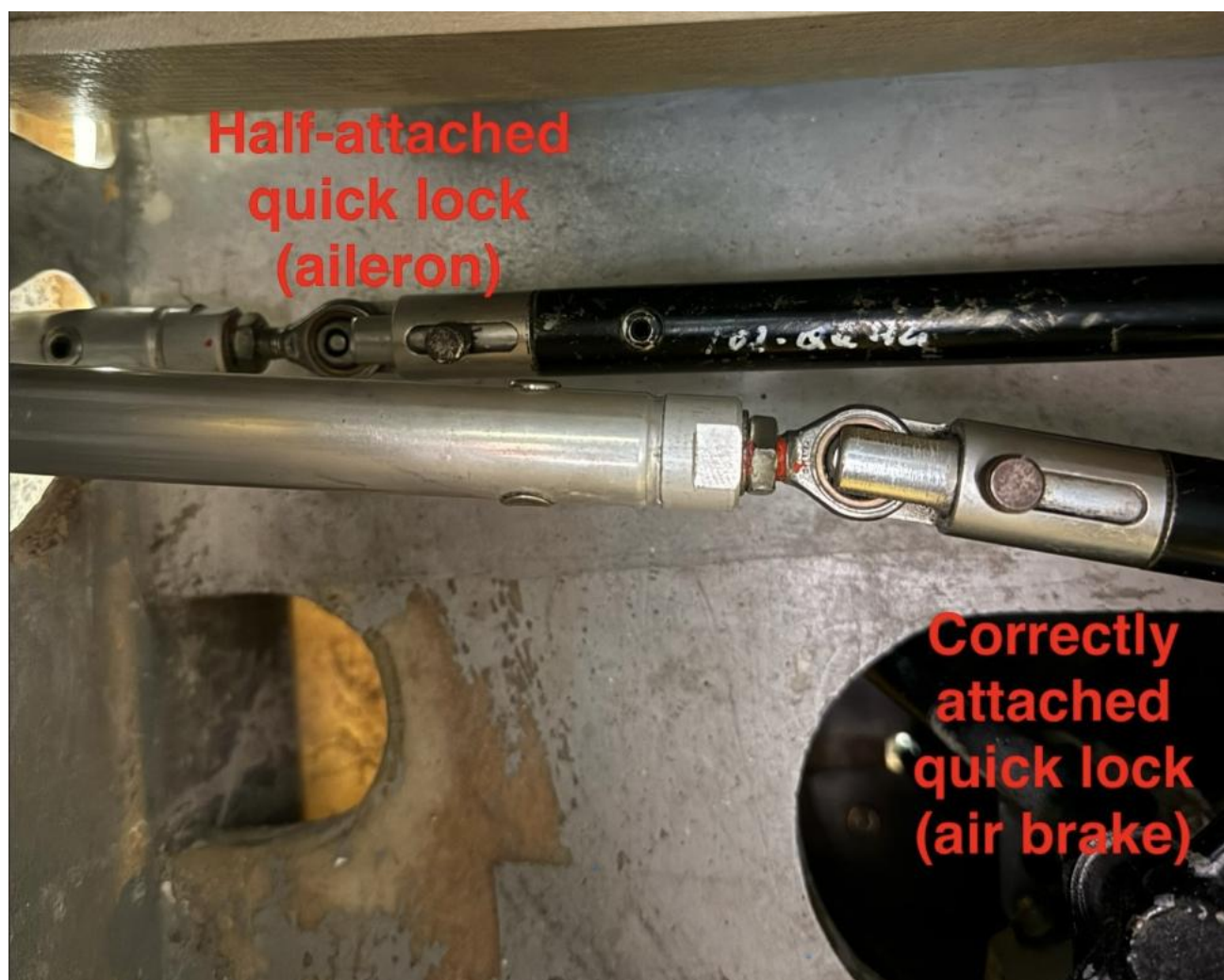
CFI Corner

GROB Rigging

Please have a good look at the picture and story below... This issue was found on another clubs Grob and a handy second inspection picked this up. It had already passed a duplicate.

The glider had been landed out and derigged for a trailer retrieve. It had been re-rigged and the duplicate control checks signed off, but not taped up or flown. A few days later the prospective pilot noted that, "As it was yet to be taped and I was first to fly this glider, I double checked the rigging. I found the left aileron's 'quick lock' was incorrectly attached in a half-closed position. It passed a positive control check, but the latch was not fully covering the pin and could have come undone in-flight."

This is a great photo that shows how easy it is to get the GROB rigging wrong (you may need to zoom in). Although the aileron is connected the snap lock is not all the way home. We have a few riggings coming up over the next few weeks to take the time to check that these connections are properly made.



So look carefully, feel and use a torch to shed some light to confirm everything is located in it correct position.

NOTAMS

A couple of people have asked me for the links for notams since the AGM. There are two places you can get them.

Go Preflight is the newest function. It is probably the easiest one to use. You can find it here: <https://gopreflight.co.nz/>

There is no phone app but if you read down the page it tells you how to use it like an app on your phone.

It will display a map and you can click on any aerodrome and it will show you the NOTAMS for that airfield. However, NOTAMS are not just issued for aerodromes. They could apply to areas you might fly through. For example a couple of years ago there were rocket launches over the Kaipara Harbour. That's a really good thing to know about – you don't want one of those whizzing past your ears.... Look for the "Area" briefing which will list all the NOTAM for the airfields and "EnRoute" NOTAMS.

The second option is IFIS. This has been around a LONG time. Go to ifis.airways.co.nz. You will need to register (as with go-preflight). Look for the "user account" button on the ribbon at the bottom of the screen. On the website look for the briefing option at the top:



The Aerodrome option will allow you to enter a range of airfields. You can save favourites so it is easy to go back to something you might have setup in advance. When you press submit you will get a page that has a format useful for printing. You can get NOTAMS, ATIS, MET and Met reports on a single report.

If you are not a paper person then there is also a phone function for IFIS that works very similarly to Go Preflight. You go to the website and then pin the site to your home screen. As with Go-Preflight make sure you review en-route notams for the area in which you plan to fly.

I tend to use IFIS because I've used it forever. And I'm an old dog and Go-Preflight is a new trick.....

If you have any questions or problems, just ask.

Weekend Reports

Saturday – Izzy Reports – she ate some rust from trailer work

We had the club AGM and start of season brief in the morning, followed by a BBQ for lunch which went down very well. The power section were hosting a competition on the grass runway all day so no glider flying. A few people including me hung around to do some trailer work in the afternoon to make use of the good weather. (Izzy

Sunday – Ivor Reports on a Rodeo Ride

Sunday looked to be an Ok day as we arrived at the field, with large bits of blue sky and a cloud base seemingly high enough for some good flying. The wind was forecast to be a bit strong, although as it was Westerly, it all looked Ok.

We soon had the aircraft all out of the hangar. A couple of people were wanting to practice short field landings in GVF, and of course Tony was keen to get GBD into the air having not flown it for a few days at least.

By about 1100 we were all ready to go. Al was the first person wanting a check flight, mainly to check out the conditions, which were starting to look a little lively. We had been aware all along that a King Air was scheduled to depart at some stage, depending on weather conditions further north. As Tony S in RDW and ourselves were lined up ready to launch, the tower, talking to the King Air, suggested that they might be about to depart, so we opted to wait. After several minutes, Tony called up and got clearance for us to launch, which we did. It became clear shortly after leaving the ground that it was going to be a lively ride. However, Al was well up to the task, and we were only going to 1000' after all. However, as we climbed, the tower requested that we move to the east of the area, and delay our release until after the King Air departure. So, several minutes of very lively flight at around 1000' ensued, testing both pilots in the process. As soon as we were given clearance, Al released and set about getting back into the circuit and planning his short field landing. We had a toi toi 'fence' set up, together with markings set out by the activities of the power section from the day before [thanks for that :-)]. The approach was all we expected, and Al handled things well, maintaining good speed control, and executing a good safe short landing [I am sure he was just clear of that fence]. Good effort.

Next up was Tony, who was sure it could not be as rough as we were saying .. it felt so calm on the ground after all. He did have a good flight, although after 20 mins or so he was back on the ground to tell us all that it was one of the roughest flights he and his PW5 had experienced.

Next up was Emerson, now wanting a check flight before trying out GVF. We got airborne, and just after he commented that it felt quite calm after all, we encountered the first of quite a few significant altitude changes, which certainly got our attention. However, releasing at 1000', Emerson demonstrated excellent control throughout the flight, and safely got GNF into our 'paddock'. Another good training flight.

Emerson was now ready to take GVF up for a circuit, and I was sure he would do well. We arranged with Ryan, who would be next up for a check flight, that he would get ready while Emerson flew his circuit. He was all ready to go when the tow plane engine stopped running. It soon became clear that all was not well, and after much investigating by those who know about these things, flying was very sadly stopped for the day. It was clear that the weather was not going to improve. However, it was a pity to be losing such a training opportunity. Nonetheless, the fleet was all put back in the hangar and we watched while Ben G and his father prepared his trailer for a WoF.

By the time we were all packed up, a very light shower was arriving, and at around 1400 we were locking up the field and heading off.

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 | 📞 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 Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	G109
Oct	18	K JASICA	L PAGE	P THORPE	5 Sqn RB
	19	R SEMMENS	D TODD	R BURNS	40 SQN LP
Labour Weekend	25	A NEJATI	P THORPE	T STRUGNELL	
	26		S WALLACE	R HEYNIKE	
	27		I WOODFIELD	T STRUGNELL	

Nov	1	B GAMBARO	A FLETCHER	R CARSWELL	5 Sqn IB
	2	S CHAND	R BURNS	G CABRE	
	8	M WEYNA	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	C HAYWARD-SLATTERY	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		A FLETCHER	P THORPE	