

WARM AIR 28 November 2025

Aviation Sports Club Gliding Newsletter

Weekend Roster

Saturday 29th Nov

Instructor:	R BURNS
Tow Pilot:	T STRUGNELL
Duty Pilot:	E YEOMAN

Sunday 30th Nov

Instructor:	I BURR	R BURNS (G109)
Tow Pilot:	P THORP	
Duty Pilot:	A SHIPOV	

In this edition of Warm Air

- *Club News*
- *Weekend Reports*
- *Photos*
- *Roster*

Club News

Membership Forms - **OVERDUE**

The new membership form is now available on google drive. It is in the "Documents" Folder.
<https://www.ascgliding.org/>

It is a requirement that ALL members complete a membership form each year.

Please download the pdf. It is "fillable". So please complete online with a pdf viewer and then save and forward to Ray (cfi@ascgliding.org) and Lionel (treasurer@ascgliding.org)

General Upkeep

The hangar/grounds around the club require regular upkeep; As such whenever you have a bit of free time, please take a moment to help with any general upkeep or maintenance you notice. I.e. tidying up, getting the lawn mower out for a quick wizz....or just picking up any stray rubbish. Thank you for doing your part!

Changes to caravan set up

Instead of the current 2 cones please place 4 cones about 2–3 meters from the yellow tractor to clearly show where the active airfield starts. For safety, no one should go past the cones unless they're heading to or from an aircraft. Please also make sure visitors are reminded of this when they arrive and they are to be escorted at all times.

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Weekend Reports

Saturday 22nd Nov - Ivor Reports

The day started for me in the local cafe for breakfast, where I was joined by Rex and Phil. The weather looked good for a change, and I arrived at the gate before 9.30 to find a small group already gathered. Izzy was opening up for ATC 109 flying at the 08 end, so Shiv arranged to collect the key from her, and we were soon opening up the hangar and getting things ready for a day of gliding. The wind was light, and slightly favouring the 08 end, so as soon as we were ready, the fleet and caravan set off for the western end of the field and we set up to start flying. The first 109 launch was at 10.45, and Lev and I launched for a circuit in the 103 shortly afterwards. Lev's flying was good, although with no lift we were soon back on the ground following a good landing.

Next up was Anton, wanting to demonstrate exemplary flying, and hoping to follow up with a solo flight. Releasing at 1500' we encountered a weak thermal and Anton was able to carefully work his way up into the lift for a good flight, including some exercises to show his flying ability. Returning into the circuit went well, and following a good landing we were back on the ground, and he was ready to take GNF up on his own. Following a short briefing to go over expectations, and look at the specific conditions, he was away, for a good 30 minute solo flight. Once he was back on the ground, a bucket of water materialised and Lev was only too delighted to do the honours.

While this was going on, Tony in GBD and Craig in GON went up to check out the lift, which was gradually moving away to the west, while I took a couple of young family members up for their first flight in a glider, which they seemed to enjoy, despite the lift being too far from the field for us to get very long flights.

Al had been hoping to be able to get a long flight in GVF but unfortunately it was unavailable. He therefore went up in GNF, and timed his launch well as the lift was by now re-forming closer to the field. He ended up managing to fly for well over 90 mins, which was a great effort. Phil had followed him up a little later in GMP and managed to make the most of the remaining lift, again staying aloft for well over an hour.

The last flight of the day in the 103 Twin was another circuit with Lev, working on consolidating his skills.

Then came the packing up, with the fleet being returned to the hangars at both ends of the field, and everything being tidied away. There followed a long story telling session, with tales from the day as well as from way back in the early days of flying in NZ. All in all some good yarns, with seemingly no rush to leave. However the stories eventually faded and closing at 1800 I left Craig and Ben finishing off some trailer work and headed home. Thanks to Rex for some great tows, and to Tony who was there right to the end.

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Sunday 23rd Nov - Andrew Reports

I set the alarm for 0500 on Sunday morning to drive from Matamata to Whenuapai after the task week. I arrived at the cafe at 0745 for breakfast, Ray arrived a few minutes later shortly followed by Lionel.

The forecast indicated there would be a convergence which proved to be correct. Sophie Howcroft was the first into GNF, after a tow to 2000 feet we contacted the convergence that was forming. The lift was adequate to remain airborne for 31 minutes Sophie kept us in the lift before returning to land.

Jasmin Smith was next up, we launched to 2500 feet into the convergence that was becoming more established. Jasmin has some power experience so took to flying a glider well. We soared for 35 minutes before returning to land.

Tony Prentice had launched while I was in the air with Jasmin, he had contacted the convergence for a 68 minute flight. Craig Best had also launched in GON for the flight of the day 2:18, this took the longest flight by a good margin!

Ray Burns jumped into GVF and launched for a 64 minute soar in the nicely established sky. Cassian Hayward-Slaterry had taken a launch in GVF for a 17 minute flight, he decided to take a launch with me in GNF for some thermalling practice. We remained airborne for 1:10 working between thermals to practice centering and climbing efficiently before moving to the next climb before returning to land.

That was my day, see you next time.

Fundraising update for the new training glider

We're now up to \$5900 in the bank, with many thanks to members for their contributions!

Chipping in as little as \$10-\$20 a week goes a long way when everyone does it.

Our next goal is \$10,000, which will be a huge milestone. The club would like to hear from anybody interested in making a debenture pledge.

Please contact Lionel for more information: 

lionelpnz@gmail.com |  021 534 103

Help us continue our tradition of training up excellent pilots by donating to:

North Auckland Gliding Club

Account number: 38-9027-0013160-000

Next fundraising goal

\$10,000



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Dave over Mount Cook!

Last week I achieved a bucket list flight for me. A wave flight up to Mount Cook in BZ. At 17000 ft I left the lee wave I was in and flew in a steady 2-3 knots down to the western face into 51knts of wind. Still a few thousand feet over the summit I flew over the back and right into more wave lift and then onto Lake Tekapo. Somehow I lost 10,000ft in the next 10 minutes, but managed to get back into the wave for an easy glide home to Omarama. Definitely one of my most memorable flights Here's a few photos.



Anton goes Solo! - Well Done!



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The RNZAF has a Spitfire as their gate guard.... We have His CFIness Ray.... (Very dignified)



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Duty Roster For Nov & Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	G109
Nov	29	E YEOMAN	R BURNS	T STRUGNELL	
	30	A SHIPOV	I BURR	P THORPE	40 SQN RB
Dec	6	B SLY	L PAGE	R BURNS	
	7	G STANFIELD	S WALLACE	R HEYNIKE	40 SQN RB
	13	K JASICA	P THORPE	R CARSWELL	5 SQN RB
	14	C HAYWARD-SLATTERY	I WOODFIELD	G CABRE	
	20	A NEJATI	D TODD	T STRUGNELL	5 SQN RB
	21	Cover Needed	A FLETCHER	P THORPE	