

# WARM AIR 23 JAN 21

## Aviation Sports Club Gliding Newsletter

**This Weekend:** Club Cellphone 022 357 6731 [www.ascgliding.org](http://www.ascgliding.org)

**Saturday** Instructing: Peter Thorpe Bank Account: 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot: Kishan Bhashyam

**Sunday** Instructing: Ivor Woodfield

Towing: Derry Belcher

Duty Pilot: Kris Pillai

Welcome back, may 2021 be way better than the year gone

### MEMBERS NEWS

**SATURDAY** *Towie and instructor Peter Thorpe*

Lots of tow plane activity over the Christmas break but not a lot of flying. DSM had a starter failure twice which required obtaining and fitting a new model of starter that was a different size and needed some metal work to fill a hole in the cooling air baffle. Then the battery went flat and could not be charged so another round of calls to find a replacement while most organisations were shut for Christmas. Fletcher McKenzie used his aviation contacts to get us a battery on loan and after a trip to Dairy Flat to pick it up and an overnight charge DSM was finally sent off to Drury on 5 January so it could tow at the local club contest. In the meantime RDW came back to life but inevitably after such major surgery there were a few adjustments to make and snags to fix. Bryn Lockie from Leading Edge Aviation made three trips from Parakai to keep RDW going and us flying over the last week of Christmas holidays then it went back to Parakai for a week of final adjustments.





On Saturday Geoff Leyland kindly drove me and Oliver Fletcher back to Parakai where we found RDW was ready to go with all faults rectified. A short 11 minute flight back to Whenuapai and we were ready to commence towing ops by 1130. The wind was 240/10 with an outside temperature of 23 degrees so take off performance was a bit sluggish when pulling NF with two on board however duty instructor Andrew Fletcher is definitely not a heavy weight so we were able to launch without any

dramas, (unlike on the previous Sunday when we did get a little close to the trees for comfort on one launch). The rest of the day proceeded smoothly completing nine launches with several single seater launches and Izzy Burr doing two trial flights. Last flight was Andrew and Ollie who stayed up for 64 minutes while Izzy, Rahul and Geoff washed RDW so that I could sneak off home. Thanks guys.

*Instructor Andrew Fletcher fills in some details* I arrived at 0900 to find my trial flight waiting for me, Bob Whitehead was very keen so we opened up and started to unpack the hangar. The tow plane had been taken to Parakai during the week to fix a few minor snags after its rebuild. So Peter Thorpe along with Oliver Fletcher were dispatched to retrieve our trusty workhorse.

RDW with Peter and Oliver at the helm arrived back at Whenuapai at around 1100, Bob Whitehead and I were ready to go. The sky was quite overcast, however conditions proved to be buoyant and we managed 49 minutes with Bob doing a good deal of the flying, we finished with wing overs, great fun!

Oliver Fletcher was next, however the overcast sky had blocked the sun from reaching the ground and life was now difficult to get any sort of climb. We spent most of the time scratching trying



to extend the flight as much as possible, 34 minutes achieved.

Tony Prentice and Kazik Jasica had also launched but the sky proved too difficult and they arrived back on the ground along with myself and Oliver, Kazik achieved a very respectable 50 minutes, Tony managed 35 minutes in the now difficult conditions.

Next up was Geoff Leyland, we decided on stalling and lazy eights. Geoff took the reigns and treated me to some stalling followed by some lazy eights, nice one Geoff!

Rahul Bagchi was ready to go and the sky had improved a little, it had become soarable, so we soared working on thermalling and straight glides between the clouds. We finished with lazy eights to lose height and achieved an easy 46 minutes.

Izzy Burr took the next two trial flights introducing two new potential members to the world of soaring, both had smiles on returning to the caravan so perhaps a new member or two, both flights around 22 minutes.

I finished off the day with Oliver Fletcher launching at 1650 into a promising sky all be it at the end of the day, some good soaring was had, finishing off with lazy eights and spins. The day had been an interesting one to say the least with varying conditions throughout caused by extensive cloud cover at times that blocked the sun.

**SUNDAY:** *His CFIness Ray Burns first act of hogging the newsletter*

Very quiet day on the airfield. Two training flights, one trial flight, a flight each in GVF and GBD before the forecast trough duly arrived, the wind picked up significantly and the rain started. We decided to call it day about 1430.



## **GORDON SCHOLES RIP** *Iggy Wood, Piako Gliding President writes*

An informal function as a Memorial for Gordon Scholes will be held at Matamata Aerodrome on Friday 29 Jan 21. The event will commence at the cessation of flying activities on Friday 29 Jan 21 - so that will be about 5.30pm, give or take the vagaries of such things. Friday is the practice day of the NZ Club Class National Competition and MSC Competition.

Gordon was a great proponent of MSC and competition gliding and, while he may not be well known to newer members of our respective clubs, he will certainly be remembered by the more mature and ex-members.

Ralph Gore is master of ceremonies; Mark Tingey and John Griffin will pay tributes. Ross Scholes and Allie have indicated that they will be there as well.

The gathering will be informal and there will undoubtedly be some yarns told as well as the more formal tributes. Food will be provided (I am told that it will be more up-market than a BBQ but not a plated meal). The bar will be open with both the normal and non-alcoholic refreshments available on a pay as you go basis.

It is important that we get a good indication of numbers attending, so please go to the link [In Memory Of Gordon Scholes](#) and fill it in in as soon as possible so Marion Moody knows how much food to provision.

This email is going to movers and shakers in the MSC clubs and presidents, secretaries, club captains are asked to distribute the message within their clubs and consider ex-members who may be interested in attending.

It is only a week and bit away - so prompt responses are requested.

See you there,

## **CFI Corner**

Welcome to 2021! Let's hope it's going to be better than 2020.

I trust you all had an enjoyable break.

The fleet is now back to full strength. After one or two teething problems RDW is working marvellously. We have received the final bill for the labour for getting RDW complete and we were pleasantly surprised. Much of that surprise I am sure is down to a huge number of hours that Graham spent helping at Parakai (clearly not the kind of "help" that my wife complains so bitterly about - but actual productive stuff).

## **GVF PLB.**

The PLB has disappeared from GVF. The caravan and hangar and all the gliders have been searched to no avail. Can you all please check your flying kit bags in case it has been picked up by mistake. Please let me know if you find it or know of its whereabouts.

## Flying over the Christmas period

This was a good settling down period for working with Air Traffic Control. A number of issues have arisen where we could do with sharpening our act.

### 5 Minute Calls

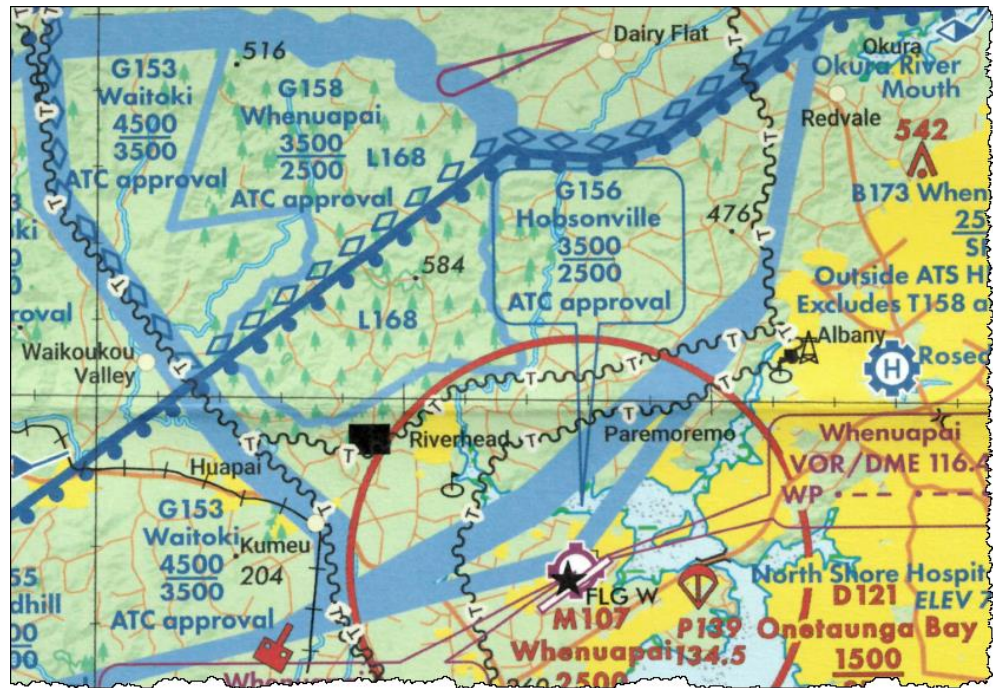
Please remember these. Personally, I'm using 1500 feet as a general rule of thumb as to when to make the call. If there is a lot of sink about you might want to make the call a bit earlier. This is not a commitment to land. We are simply letting the controller know what to expect. If you find a thermal and get away, please let the controller know "GXX cancelling downwind notice" (or similar).

### Airspace

If you are a post solo you need to ensure you understand my following comments. If you are unsure of any of it, please consult an instructor before you next fly solo.

There seems to be some confusion and lack of clarity about where the boundaries are and where you can fly. Here are the "rules":

When the tower is on watch the Whenuapai control zone becomes active and the airspace within it from the surface to 2500 feet is "controlled" airspace. (laid out in Part 91 and Part 71 if you want to read the



definitions). When the tower is off watch the airspace is uncontrolled. Above 2500 feet the airspace is controlled by "Auckland Approach". We have three General Aviation Areas: G156, G155 and G158 that extend from 2500 to 3500 and a fourth area G153 that extends from 3500 to 4500. These areas are "activated" and closed by the duty instructor each day. We will only request an area if we think we are going to use it. When activated these areas become uncontrolled.

If you are above 2500 ft you are actually in AUCKLAND Airspace but opening the GAAs means that Auckland Approach have given approval for uncontrolled operations within the boundaries up to either 3500 or 4500ft depending on which GAAs have been opened. Remember that the Whenuapai controller 'owns' all the airspace inside the WP control zone up to 2500 ft. Legally the GAAs only apply

above 2500ft but for convenience we assume they extend to the surface when defining our normal glider flying area. Members should note that the WP VNC shows high tension power lines on the boundaries of the GAAs to help with visual navigation. Study the VNC and be sure you know what all the symbols mean and where the boundaries are located.

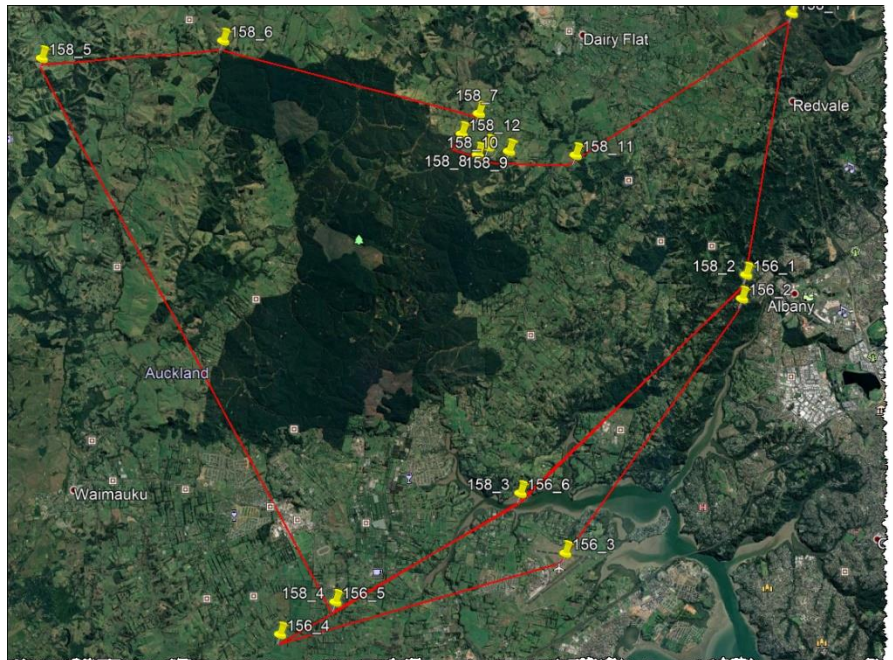
The blue lines on the map can make it hard to work out exactly where the boundaries are. However, the lat and long coordinates are published in the AIP and you can map those onto google earth to get a clear indication of the geographical features bounded by the airspace.



Here is a high-level view of G156 and G158 (The northern boundaries are not exact as they follow certain geographical features but the eastern boundaries are correct and these are the important ones - if we were to cross the northern or western boundaries, we fly into uncontrolled space anyway):

From this high-level view you can see that the boundary does NOT follow Lucas creek but is further to the west. You can also see that Herald Island is NOT within either GAA. Zooming in a bit:

Note that eastern boundary is WEST of Paremoremo Road. If you are thermalling near these areas you need to be very conscious of the boundaries. If you are above 2500 feet you are actually in AUCKLAND Airspace.



When you are flying in controlled airspace you need a clearance from a controller for ANYTHING you do. Thankfully our controllers realise this is impractical for gliding and they allow us to have a wide degree of freedom to go where we like PROVIDED that we stay within the lateral boundaries of G155, G156 and G158. (Imagine those airspaces extending to the surface). If we have not opened the airspace (this is unlikely) we still need to stay within the lateral boundaries. UNLESS you have a

clearance. There is nothing to stop you asking the controller for a clearance to operate outside those boundaries. Remember: if you are east of the boundaries and wish to operate ABOVE 2500 you will need a clearance from Auckland Approach (124.3) (probably unlikely given you are right next to a GAA) and if you are BELOW 2500 you will need a clearance from WP. (e.g. "Whenuapai Tower, Golf Mike Papa, request operate Greenhithe not above 2500 feet next 15 minutes"). Do not forget the readback (whether or not you are given permission).

As you can see from the Map above, Herald Island is outside of those boundaries. This is our starting point for an approach onto 08. If you are joining downwind you can still join here. When the controller has cleared you to join from your 5 minute call they have given you a clearance to be there.

When requesting clearances from NZWP be sensible: If the controller has power traffic on 21 they do not want you anywhere near the power circuit area - Greenhithe and Herald Island are right on the approach. Similarly, if you wanted to operate out towards Westgate do not bother asking if you are aware of traffic in the power circuit

#### Thermalling in the circuit.

This is already documented in our club rules, but a reminder: No thermalling the circuit below 1500 feet. Where is the circuit? Imagine a box extending from the runway to the northern side of the estuary and from Harkin Point in the west to Herald Island in the east :

