

# WARM AIR 24 July 2021

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

[www.ascgliding.org](http://www.ascgliding.org)

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Peter Thorpe
	Towing:	Rex Carswell
	Duty Pilot	Craig Best
Sunday	Instructing:	Ivor Woodfield
	Towing:	Derry Belcher
	Duty Pilot	Emilio Leal Schwenke

### MEMBERS NEWS

*Well last weekend there was no soaring to be had.*

*In Warm Air this Week;*

- *Weekend Reports (not much to say)*
- *News Briefs*
- *Article - Thermalling too Slow*
- *Our avian compatriots Part 4: The Endemic species part 1 Jonathan Pote*
- *Roster*

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## Weekend Reports

Due to inclement weather which was not conducive to soaring or many other outdoor pursuits, the weekend was cancelled. Better luck this coming weekend.



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## News Briefs

### Red Tractor

You may recall the faithful red tractor was having a bit of a hissing event with its exhaust system. The mechanical team of Craig and Ray have undertaken repairs. Craig being a real mechanic and Ray being a IT guru undertook diagnostics. Having not found a USB port to connect the computer to on the tractor they used more traditional methods of removing, poking sticks and bolting to clear the pipes so to speak. We understand she is running sweetly again. Thanks Chaps.

### Labour Weekend

Just a reminder that Labour Weekend we will de-camp to Matamata for a soaring camp. So, keep it in mind and note in your diary.

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Okay, so no thermalling last weekend, however, here are some tips and tricks for when we get soaring again courtesy of Wings and Wheels Newsletter

## ***Thermalling Too Slow***

*By Garret Willat*

We want to be slow and steep to get the smallest turn radius possible. However, if you get too slow, you do not have control authority that you need. Sink rate increases as you get too slow or too steep. Plus when the wing stalls it is very inefficient.

### **Stall recognition**

Because we are thermalling slow and near a stall, this probably will happen sometime during your flight. If you have never had the glider stall while thermalling; you are either flying way too fast or did not recognize the stall.

The second you notice the wing is no longer flying you need to make sure you are recovering from the stall and potential spin entry. You potentially could make things worse quickly by using aileron to pick up the low wing. That down aileron increases the angle of attack on a wing that possibly could already be near the critical angle of attack.



You do not want to stall because it is not efficient. However, it is a good indicator that you are making the smallest turns possible. When the core of the thermal is only a few hundred feet wide, the [FAA Glider flying Handbook](#) Chapter 3 has some good examples showing bank angle and speed and how it determines the turn radius.

### **Neutralize aileron, forward stick, and opposite rudder.**

If you are concerned about the glider no longer flying, spin recovery is probably a safe bet. You might not want to wait until after you realize the aileron is making it worse. The back pressure on the elevator is speeding up the rotation. You must be aware of what your glider will do. One student and I were joining a thermal a little ahead and below a 1-26. As he was looking back over his shoulder, he shoved full rudder and pulled back on the stick. We had nearly completed a rotation before he looked forward again trying to figure out what happened.

### **Time to forget about efficiency**

Gaggles can be very efficient in cruise and finding a thermal. What they are not good at is coring the thermal. You might be able to use others to see where the stronger climb is but many times you will not be able to shift enough because it will result in a conflict with another glider.

You will also need to speed up a little and give yourself a bit of a cushion. A bad thing to do is stall while someone is underneath you. I guarantee if you trade paint, you will climb a lot slower and best-case scenario you will only have to change your shorts.

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Our own “David Attenborough”, Jonathan Pote continues his series on birds at the Airfield. He has gathered quite a flock of fans with his articles. So good one JP.

## **Part 4: The Endemic species part 1**

This week and next I would like to cover the *Endemic* species of Aotearoa, the eighth continent. To a ‘self-introduced’ individual myself, these are Aotearoa’s gems, birds you can see nowhere else in the world, although I accept that if you are descended from forbears self-introduced long ago, then the easily seen European Yellow Hammer is as attractive as an endemic *Mōhua* or Yellowhead which flit around high in the canopy of South Island forests and are extremely difficult to find. The best sighting possible is often just a flitting silhouette thirty metres above you in dense foliage that is only identifiable as *Mōhua* because your local guide says that is what it is.



**Mohua, a rare endemic species hard to find in the South Island forests. Yellowhammer, an introduced species easily seen near beaches and even occasionally at Lake Whenuapai.**

Since the arrival of Māori, fifty-seven endemic species are known to have become extinct, those extinctions before Pākehā arrival being recorded in Māori tradition. Species have of course been ‘going extinct’ since life began: Such is the downside of evolution. However, the appearance of humans in previously uninhabited areas of the world has increased this loss considerably, and it is still accelerating despite considerable efforts by conservationists. Against all logic, some species have ‘returned from extinction’. It is customary in handbooks to continue to illustrate species extinct within the last one-hundred years just in case someone sights an unexpected survivor. Apart from the well known *Takehē* (last seen 1898, rediscovered 1948), both the New Zealand Stormy Petrel (last recorded 1850, re-discovered 2003) and the Magenta Petrel or *Taiko* (last seen 1867, re-discovered 1978) have reappeared over a century after being thought extinct, the former ‘hiding in plain sight’ in the Hauraki Gulf actually within our area of operations.

Of the endemics at Whenuapai, the *Tōrea/Tōrea Pango* (the Oystercatchers) and *Pūtangitangi* (Paradise Shelduck) are large and easily identified, the dotterels less so.

**South Island Pied Oystercatcher or *Tōrea*:** (*Haematopus ostralegus*, widely known as ‘SIPO’s’) These large pied (black and white) birds usually appear at Whenuapai in flocks at high tide, when their inter-tidal feeding areas are flooded. Like some humans, they think that if you can’t eat, you might as well go and watch aeroplanes,

with the chance of a tasty grub (an invertebrate that is) in the grass. The seal is also favoured as it is warmer, and these are thin skinned South Islanders that are here mainly in the winter. In the summer, they head for the braided rivers of the South Island to breed. Their food is mainly molluscs and worms, or slugs when inland. They cannot crack an oyster, but for some reason an American, Mark Catesby, renamed the 'Sea Pie' as 'Oystercatcher' on zero evidence. Even if they could have opened an oyster, one hardly needs to 'catch' a sessile mollusc. *Tōrea* have cousins all over the world bar close to the poles and their distinctive cry is very evocative.



**SIPO or *Tōrea***



**SIPOs at the beach**

**Variable Oystercatcher or *Tōrea Pango*:** (*Haematopus unicolor*). These are polymorphic, that is of variable plumage. Those in Stewart Island are pure black, those in Northland pied but with indistinct colour margins, with all variations in between. I have seen a pure white (but not albino) specimen on the Kaipara. Somewhere in the middle some specimens look very like SIPOs, but distinguishing them is not a problem unless you happen to want to mate. They nest by the sea, sometimes on the sand, sometimes in vegetation, and defend their nests very vocally. There are usually two nests on the beach at Wenderholme, dutifully fenced off by rangers, and despite their apparent vulnerability to predators and that until the 1920s they were shot for human consumption, the species is listed as "Of least concern" in conservation terms.



**The VOC (*Tōrea Pango* or 'black Tōrea literally)**



**Another VOC, same species but this one similar to a 'blurred SIPO'.**

Next week the Paradise Shelduck, the Dotterels and the Black Backed Gull complete the endemic species, albeit the latter is actually a native species I erroneously left out.

Jonathan Pote [jonathanpote47@gmail.com](mailto:jonathanpote47@gmail.com)

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# Classifieds

## GLASFLUGEL LIBELLE 201B SHARE FOR SALE

Ill health forces me to sell my share in Libelle 201B ZK GIV. This glider is based at Whenuapai in partnership of two. Easy to fly, the Libelle has a good performance that in the right hands puts more modern machines to shame. Email Graham Lake [gclake@pl.net](mailto:gclake@pl.net)



## Duty Roster For Jul, Aug, Sept

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jul	3	G LEYLAND	I WOODFIELD	P THORPE
	4	I O'KEEFE	A FLETCHER	R CARSWELL
	10	M MORAN	S WALLACE	F MCKENZIE
	11	T O'ROURKE	R BURNS	D BELCHER
	17	R BAGCHI	A FLETCHER	R HEYNIKE
	18	T PRENTICE	L PAGE	G CABRE
	24	C BEST	P THORPE	R CARSWELL
	25	E LEAL SCHWENKE	I WOODFIELD	D BELCHER
	31	R MCMILLAN	S WALLACE	P THORPE
Aug	1	A MICHAEL	R BURNS	P EICHLER
	7	R WHITBY	A FLETCHER	R HEYNIKE
	8	C DICKSON	P THORPE	G CABRE
	14	K JASICA	L PAGE	F MCKENZIE
	15	J DICKSON	I WOODFIELD	R CARSWELL

	21	S HAY	S WALLACE	D BELCHER
	22	K BHASHYAM	R BURNS	P EICHLER
	28	K PILLAI	A FLETCHER	R HEYNIKE
	29	G LEYLAND	P THORPE	G CABRE
Sep	4	I O'KEEFE	L PAGE	P THORPE
	5	M MORAN	I WOODFIELD	F MCKENZIE
	11	T O'ROURKE	S WALLACE	R CARSWELL
	12	R BAGCHI	R BURNS	D BELCHER
	18	T PRENTICE	A FLETCHER	P EICHLER
	19	C BEST	P THORPE	R HEYNIKE
	25	E LEAL SCHWENKE	L PAGE	G CABRE
	26	R MCMILLAN	S WALLACE	F MCKENZIE