

WARM AIR 31 July 2021

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Steve Wallace
	Towing:	Peter Thorpe
	Duty Pilot	R McMillan
Sunday	Instructing:	Ray Burns
	Towing:	Paul Eichler
	Duty Pilot	Alex Michael

MEMBERS NEWS

Well last weekend there was one day of soaring to be had.

In Warm Air this Week;

- *Weekend Reports*
- *Emergency Parachutes*
- *Part 5: The Endemic species part 2. Jonathan Pote*
- *Roster*

The weekend is looking promising weather wise. May be some flying.

Weekend Reports

Saturday Instructor Peter Thorpe Reports *(assistance from Izzy as well)*

The plan on Saturday was for an early start so that Paul Eichler could get a rating in RDW before gliding started. On arrival at 0830 we were greeted by heavy fog and the OPSO in Base Ops gloomily predicted it would not clear before midday. How right he was.

By 0930 the usual team had started to arrive and we had cancelled the RDW rating. Duty tow pilot Rex Carswell arrived along with Izzy Burr, Tony Prentice, Kazik Jasica, Jonathan Pote, Emelio Leal Schwenke, Alex Michael, Shivneet Chand and Roy Whitby. CFI Ray Burns appeared with GNZ Northern Area Ops Officer David Moody who was conducting our club biennial ops audit. Approaching midday the fog was showing some signs of lifting – we could actually see the dim outline of the control tower, so we began the pre-flight ritual. Izzy gave a couple of new students a detailed brief on how to DI the glider while the rest of us refuelled tractors, dragged out gliders or just chatted.



No wind but a slight drift from the east so down to the 08 end ready for the first launch just after 1300. I took Paul for an introductory glider flight so that he will have an appreciation of life at the end of the tow rope. Ray took David for a local area famil flight in the Grob motor glider while Izzy took Alex for steep turn training.

I took the Grob for some currency flying while Izzy gave Emilio a check ride and confirmed he is close to solo. Kazik and Tony went PW5-ing while Izzy flew with Vittore, a trial flyer who seems keen to join the club and then demonstrated girl power by flying with Jade Telford-Sims for some spinning fun. I flew with Shivneet for some upper air training in medium turns and trimming. Last flight was with Jonathan to refresh bounced landing recovery which we completed down near the hangar. All locked away by 1730 and time for a chat in the clubrooms before heading home soon after 1800. Not a bad day with nine club launches plus four for the Grob.



Sunday Instructor Ivor Woodfield Reports

Sunday was looking Ok early on, although the forecast was not too flash. While talking to Base Ops I learned that they had already seen 25Kt gusts over the field, and were expecting the wind to pick up further later in the day.

By the time I arrived at the gate, Jonathan Pote, Craig Best and Alex Michael were already there, and Derry Belcher drove in shortly after. At that time light rain was falling steadily and it was clear that cloudbase was very low.

By the time we had the hangar open however the rain had stopped and there were some patches of blue appearing. As well as being duty pilot, Craig had some tasks to complete on the glider, and he and Derry were soon involved in conversations about the merits of drilling holes in main spars, and other such stuff !!

By now we had been joined by Tony Prentice, Neville Swan and Roy Whitby, a brew was on and people were looking anxiously at the sky for any signs of improvement. However, the main windsock remained steadfastly horizontal and the low level clouds that were racing across the sky from the north east were not helping the appetite for flying.

After quite a while, and quite a lot of varied discussions, Craig announced that he had completed all his tasks and was wondering what we had planned. Derry had done whatever he had to do on RDW and all the coffee cups had been drained, washed and put away. We checked again with the ATIS, which was saying that we could expect 35Kt cross winds at 2000', with stronger gusts likely. At this stage we lost sight on the tops of the Waitakere hills in the clouds, and despite a lot of blue sky appearing to the north, no one was keen to drag the fleet to the other end of the field for a flight, no matter how 'exciting' the sled ride was likely to be.

So at some time around 1300 I informed the tower that we would not be flying. We locked up and left, and I

returned everything back to the base. As I was driving out and heading home the rain started falling again. Sadly another non flying day for us.

Safety Time – Emergency Parachutes

For those who fly our single seaters, you will have the additional joy of wearing an emergency parachute. The club has two Strong Manufactured Emergency Parachutes. A 303 Back and 305 Cross Country XC. These were purchased in 2014 and cost \$7000 at the time. We were fortunate to obtain a charitable grant to help offset this cost and get new life saving kit.



Now these emergency parachutes have never been deployed for an incident which you will be pleased to hear and primarily they have been that padded cushion for the pilot. It is rare that glider pilots anywhere in the world have to depart their non-flying aircraft, and we believe this has occurred only three times in NZ over the last 60 or so years. However, it can happen, and can occur quickly when wings or tails have departed without you. Now this wonderful life saving equipment comes into its own and this is when you pray that the gear does what it is designed to do and that you are wearing it correctly and that you have looked after it well.

So, this brings us to the point for members to look after this precious lifesaving gear, wear it correctly and have your plan ready to exit the aircraft. The club has both parachutes checked and certified on an annual basis from approved Parachute rigger, who checks the condition of the chute and all the rig. The chutes have a life span of 20 or so years.

Our reminder to you, is to ensure you look after this kit, as your life and that of your flying buddies depends on it.

Make sure you handle it with care, don't let it get wet, check the parachute is not damaged. Now to make this process easier, please take a moment to review a series of videos regarding emergency parachutes.

Our good Friend Tim (Pure Glide) gives a great run down on Emergency Parachutes

<https://www.youtube.com/watch?v=s1Uis0N-hKY>



Strong Enterprises the Manufacturers of our Emergency Chutes have series of Pilots Emergency Parachute Training videos

<https://www.youtube.com/playlist?list=PLmaGT1KO2NCW1shzKcj-lwLE6FBetNEn2>



G Dale - Bailout Advice

G Dale, competition pilot, coach, author, soaring guru had first hand experience. His story is at this link <https://www.youtube.com/watch?v=cDXIxHAmSX0&t=0s>

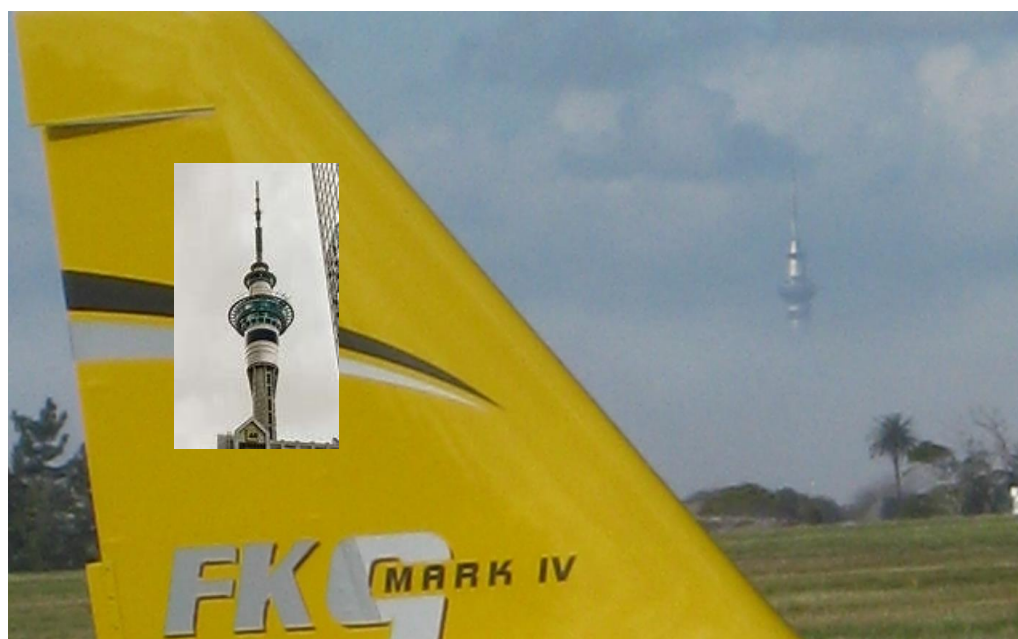


Rockets are the Rage at the Moment. Its not just a Billionaires domain, no way!!

What's that in the distance?

Our Bird Man reports on our ASC Rocketry Dept.

For over a quarter of a Century, the Rocketry sub-Section of the Auckland Aviation Sports Club Gliding Section has been beavering away on a gigantic project hidden in plain sight in central Auckland.



A rare clandestine image shows the completed space rocket before the launch, whilst the other shows the second stage and the huge pall of rocket exhaust as Skytower (as it has been named) slowly climbs away. Thunderbirds are Go!!

Our Good Doctor continues the Series on our Avian flying buddies.

Part 5: The Endemic species part 2. Jonathan Pote

Paradise Shelduck or *Pūtangitangi* (*Tadorno Variegata*). This beautiful Shelduck (a family intermediate between ducks and geese), usually just called ‘Paradise Duck’, is a fairly common visitor to Whenuapai, especially Lake Whenuapai. The male has a black head and barred black body, the female a white head and a chestnut body. They live as pairs, although large groups form in fallow fields, especially after a maize crop, during the winter. Their diet is vegetarian and in the past they were a prized game bird. I have a confession to make here in a wide tangent:

Although recently introduced myself, some Pote family members arrived in New Zealand in 1840 and were amongst the first dozen Pākehā in the *Brougham*, a 250 ton barque, who founded New Plymouth. Having found a reference to my family (in a book about an aviation family – where else?), I have looked up old newspapers on-line, and found significant family criminality including shooting endemic species. That my near namesake, John Pote, was killed in a Māori dispute in 1860 does not excuse a relative shooting a Paradise Duck in 1883 *out of season*.

Taranaki Herald, 5th March 1883

A court report records WPote and two others were found guilty of shooting ‘native ducks’ out of season and fined one pound each, with five shillings costs. No doubt the ‘duck’ was a Paradise Shelduck

Back to the matter in hand. Except in winter when they flock, *Pūtangitangi* usually both fly and walk around in pairs, plus or minus chicks. Chicks all look like baby males (while conversely all baby blackbirds are brown, similar to the adult female). When flying, prominent white patches on the surface of the wings of both sexes help identification. The leading bird is always the same sex (I am not going to specify – I get enough hate mail already) and chatters incessantly. The following bird has a repetitive simple and quiet reply. I am sure this means “Yes Dear. Yes Dear”.



The almost inseparable Paradise Shelduck pair, female leading



The wing white areas visible in flight

That leaves us with the two Dotterel species. These are about the size of a blackbird, somewhat smaller than most of the easily identified airfield species. In winter there are often a half-dozen on the vector, but you are unlikely to get close enough to really appreciate them. There is a pair of binoculars in the caravan, however. They are much easier to see running along the shore line (two pairs nest close to the VOCs at Wenderholme), running so fast that their short legs are almost invisible. They look like a caricature out of ‘*Tom and Jerry*’.

Māori separated the two dotterel species as *Tūturiwhatu* (The endangered New Zealand dotterel) and *Pohuwera*, the Banded Dotterel. Both nest on sand just above the high-tide mark, not a good plan as the twenty-eight day incubation covers two or three spring tides. Conservationists have perfected a technique of moving the eggs up to higher areas; the eggs and any object/topography within a couple of metres of it are moved a metre or so. The birds are clearly disturbed, but re-acustom themselves within days. Subsequent moves further uphill are met with resignation and much more easily accepted.

New Zealand Dotterel or *Tūturiwhatu* (*Charadrius obscurus*). This lovely bird, red-breasted in breeding plumage, lives mainly in two areas, Northland and Stewart Island. The latter group were reduced to just sixty-two birds not long ago, but predator control has raised this to about two-hundred and fifty. Likewise the northern group bottomed out at seventeen hundred but is now up to two-thousand five-hundred. Even so, we are privileged to have them visit Whenuapai.

In the recent past the two populations have been recognised as two separate species, but that is going too far into the small print. However, it does illustrate evolution and 'survival of the fittest'. The Stewart Island species is bulkier and has a longer middle toe and claw. Anyone who has tried to hang on to an object during a southern winter storm will know why!

Banded Dotterel or *Pohuwera*. (*Charadrius bicinctus*). This species is more common overall, being regarded as 'near-threatened'. It also blurs the definition of endemic, as some fly the Tasman and winter in Australia. Next time you sit in an A320, sipping coffee as you cross the Tasman (which may not be for a while....), think how it feels if you have a wingspan of twenty centimetres, weigh sixty grams and haven't rested let alone eaten for many hours. Oh for a cold slippery mollusc snack! However, these intrepid birds all return to breed in Aotearoa, so all the chicks are born local citizens.

Some are also found as far south as the Sub-Antarctic islands. Identification is by the two bands on the chest, much more prominent in the breeding season. It also suffers from deficient town and country planning – without intervention, quite a large proportion of nests fail due to tidal flooding.



Banded Dotterel or Pohuwera.



Banded Dotterel brood in 'nest'. If the nest is moved, the stick etc must be moved as well. All Dotterel chicks feed themselves from birth but the parents protect them closely.

The Black-backed Gull or *Karoro* (*Larus dominicanus*). I am afraid this is another misplaced entry, as the Kelp Gull (as it is known internationally) is quite widely distributed in the Southern Hemisphere so it is a *native species*. These aggressive birds are not good citizens, living/breeding in a colony on Rangitoto but dining in Downtown Auckland streets or any rubbish tip, visiting Whenuapai at times in between. I have had the family

BBQ sausages removed from a tightly zipped bag in less than a couple of minutes inattention. The young are quite distinct, initially a mottled brown, gradually changing to the adult black and white over several years.

Recently, it has been pointed out that the adult black back must absorb quite a lot of thermal energy, decreasing the need for food a bit. Whatever next: Photo-voltaic cells on gliders?



Adult Karoro or Black-backed gull



Juvenile Karoro

Just the deliberately introduced species remain to be covered. Then it is on to evolution of the bird (labeled as feathered dinosaurs by specialists) and then their flight ability.

Jonathan Pote jonathanpote47@gmail.com

Readers have asked will Bee's be next!!

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



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