

# WARM AIR 31 July 2021

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Andrew Fletcher
	Towing:	Ruan Heynike
	Duty Pilot	Roy Whitby
Sunday	Instructing:	Peter Thorpe
	Towing:	Gus Cabre
	Duty Pilot	Claire Dickson

### MEMBERS NEWS

*Well last weekend there was quite a bit of flying. Not bad for Winter.*

*In Warm Air this Week;*

- *Weekend Reports*
- *Club News*
- *Weekend Photo Extras*
- *Our Avian compatriots Part 6 Jonathan Pote*
- *Roster*

## Weekend Reports

### Saturday Instructor Steve Wallace Reports

The forecast wasn't that flash with 30Kt easterlies at 2,000' but it was showing no rain. The usual crew arrived and waited around the hangar while the rain cleared and new bolts were fitted to the undercarriage of RDW. Andrew rigged KT and then NF and KT were towed to the 08 end to commence operations. The tower advised winds gusting 28 – 29kts but on the ground it was more like 12 – 15 Kts and mostly down the runway. So, while we were expecting some turbulence we weren't expecting too much trouble from the conditions. First away was Rebekah with a tow to 2,000'. One really good bump at 1,300' but apart from that it was a good flight to get Rebekah back into it after a while away from flying.



Andrew was keen to get some high wind circuit practice in flying KT as he suspects there is a coast day coming, so 4 x 1,000' circuits were the order of the day. Yours truly also took a break from doing nothing and grabbed KT for a quick flight. Thanks to Andrew and Alex for removing the tail dolly and preventing potential embarrassment. Nice to have good ground crew. Longest flight of the day was only 20 mins for young trial flyer Seamus. Some nice shared flights in the twin for Rex and Kazik as well as Tony and Neville. Izzy did the rest of the instructing with

flights for Shiv, William and Alex. So 12 flights on a very average weather day but a good high wind training day for all those who gave it a go.

## Sunday Instructor Ray Burns Reports

I thought I was early. Peter had beaten me to it. Peter's arrival time: 0740. And that is not UTC. Yes 07 ANTE MERIDIEM. This was to get Paul's Type Rating done so a start could be made on the tow rating. As it turned out flying couldn't start until 10.00 so that was two hours of sleep-in that's not coming back!



But what a nice day it was. Clear, (but unfortunately) very stable air. However that did mean we got to see the clearness of the air through the newly polished-and-scratch-removed canopy of NF (Big shout-out to Andrew for the several hours he spent polishing on Friday). We had a slight cross wind from about the southeast, so we started at 08. We started with a trial flight for Logan Chalmers. If you see him about, say hello.

In between the fun and games that usually go on in NF (with Jonathan, Alex, Shivneet and Connor) Tony and Kazik got to see just how stable the air was in BD and VF. Ian brought his shiny new wings out of the box embarrassed everyone with an hour and half (that's what new paint does for you). IV got rigged and flown (eventually) and Dave Todd flew MP.



So the first time in a wee while the whole fleet was flown along with three private owners. 11 Launches for the day with the last flight landing at 1700. A good time was had by all. With the possible exception of Paul who got tossed all over the sky! Ah, the joys of a day towing.....

## Uber Tow Pilot Peter Thorpe Reports

Originally we had planned to get Paul Eichler rated in RDW on Saturday morning but instructor availability pushed it back to Sunday so a normal start for Saturday, except that Derry wanted to replace all four undercarriage retaining bolts. The aircraft could not be moved so did the usual 'standing around talking' until he had finished. Down to the 08 end since the ATIS was telling us the surface wind was 050/15 gusting 25 with 040/28 at 2000ft which promised sporty conditions at low level.







First up at 1239 was duty instructor Steve Wallace with Rebekah and the aero tow certainly was exciting. After that Steve flew a trial flight. Andrew Fletcher had rigged KT as he wished to refresh his landing techniques in expectation that the weather just might lay on a West Coast Day next weekend (he has a lot of faith in the long range weather forecast). He carried out three practise circuits after which Steve also had a flight while Izzy Burr flew with Shivneet Chand, Alex Michael and William.

Tony Prentice and Neville Swan went up together as did Rex Carswell and Kazik Jasica. All finished by 1600hrs for 11 launches – not bad for a rough day.

Sunday was an early start at 0830 to start the FK9 rating for Paul but that plan was frustrated when we were told that no circuit flying was permitted before 1000 on Sundays. Too late to change anything so duty instructor Ray Burns and his team leisurely set up on 08 while RDW buzzed around doing its thing. All done by 1230 when I launched Ray in NF with Logan. Then Ray took Paul up in NF to show him what boxing the tow and emergency signals looked like from the glider perspective. I launched Tony Prentice and Kazik Jasica in the two PW5s by which stage Paul had all his paper work complete and we were able to start the tow pilot rating. Two up in RDW and another two in NF makes for a fairly sluggish take off but we had about 8 knots of head wind, so we managed it without scaring anyone. Ray and Jonathan Pote went to 2500ft so we were able to do the boxing the tow and emergency release signals from the tow plane. We launched Ian O'Keefe in HS and David Todd in MP while Ray took Alex and Shivneet for dual training. Ivor blew the dust off Libelle IV and took a launch while last flight was Ray with Connor Monaghan for aero tow training.



All finished by 1700 when I went home and left the others to discuss the day in the club rooms. A total of nine flights for the ratings and 11 glider launches so quite a busy day. Paul made good progress on his tow rating and only needs another two or three flights to finish it off.



## Club News

### Glider Ground Handling

Just a reminder folks regarding the need for careful ground handling and vehicle towing of all gliders. When towing any glider with a wing wheel down to either end of the airfield by tractor or car, please keep your towing speed to below 10kph / walking pace. Any higher speed is not good for the glider and may result in damage to instruments, controls linkage and will result in increased wear and tear. You may also find the glider will get out of position or be blown off course in gusty windy conditions.



And please, please do not attempt to tow a glider in close proximity to other gliders, structures or vehicles. Stop, get out and push the glider into position with wing spotters. Or move other vehicles or gliders out of the way. Give those glider wings that safe separation. It is pure laziness not to do this!!! Our gliders are precious and expensive and small dings and damage can cost a lot and, in most cases, will not be covered by insurance and results in a glider being grounded. And if you damage it, you may end up paying for it.

Please refer to our Operations Manual and Club Rules Appendix 1 which can be found in the ASC Gliding Website.

### Instructors and Tow Pilots Meeting

The club would not exist without a dedicated bunch of people who do the instructing and the towing. Every 3 months these folks gather to discuss, operational, safety, maintenance, procedural, training matters and student progress. That took place yesterday. We were delighted to have Mike from Airways come over and discuss Tower Operations at WP and the integration of new procedures. Thanks Mike for taking the time to join us.

The ambience of our meeting place was literally quite dark. The area was suffering from a power outage as a result of the stormy weather, and the lights were out in the skyline shed. Although there was quick discussion on relocating, alternatives were not available, so the members proceeded to improvise and utilised the illumination of mobile phone torches. I would have to say anyone looking from the outside might think a secret group was plotting. I think I counted 12 people, although due to darkness, it could have been more.



## Weekend Photo Extras



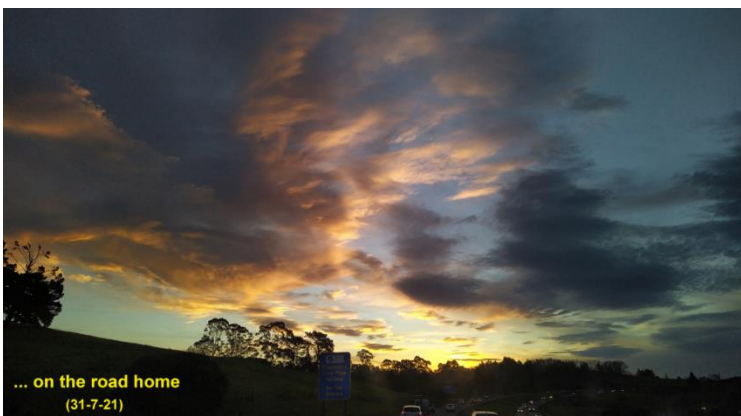
A nice day in the Sky Mid-Afternoon Sunday. HS with new painted wings flew for 1hour 45mins. Not bad for Winter Flying



Ivor grappling with de-rigging IV and then grappling with the trailer.

We got there in the end, before darkness fell.

However, look at the clouds behind.



A nice photo from Rex

And no Rex was not the driver while taking this photo, he was being chauffeured by Kazik.



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## Our Avian compatriots Part 6 Jonathan Pote

This week and next I would like to cover just a few of the many species introduced by Pākehā, mostly quite soon after Waitangi.

There were two main reasons to introduce new species to an ecosystem that, although with a similar climate to 'The Mother Country', already had a splendid array of its own endemic and native birds. One was for economic benefit, the Mallard being thought to provide good shooting sport and food for the table. Another 'economic benefactor' was the Mynah. In India, it was noted this species perched on cattle and fed on parasites in their backs, thus improving the bovine health.

In both cases, the aim was achieved, but at a cost that showed it to be a folly (Did someone say 'Possum'?). The Mallards interbred with Pārera (Grey Ducks), genetically dominating them such that Pārera now have diluted genes and may eventually disappear, whilst the number of 'shootable' ducks has probably not increased. The Mynahs made short work of bovine parasites and moved on to the eggs and fledglings of native birds (although, to be fair, most of their food is 'road kill' insects). Both species found New Zealand greatly to their liking and have prospered.

Other species were introduced as reminders of the Mother Country. As Pākehā cleared land for agriculture, thus the native birds would have retreated into still forested areas. Birds from Europe not only reminded settlers of home, but were also well adapted to the new Aotearoa landscape of European gardens and crops. Introductions peaked around 1860 - 70, but was not easy. The (mainly small) birds had to arrive on ships, caged for months, fed suitably (seeds were easy, grubs impossible), and survive storms as well as an unaccustomed change of seasons, perhaps from northern summer to tropical heat to southern spring without an intervening winter. Thus the 'Acclimatisation Societies' that strove to turn Aotearoa in a southern hemisphere England usually failed several times before they managed to get live birds to Aotearoa, and then to get them to breed. The resulting genetic pools were obviously shallow, but eventually most species thrived, and now are firmly settled. Several of the European species, notably the finches and the Song Thrush, are more numerous here than back in their native European habitat.

I will cover the Skylark, the House Sparrow, the Australasian Magpie (Makipea) Starling (Tāringi) and Mynah as they share the airfield with us. Perhaps later the garden species might feature.

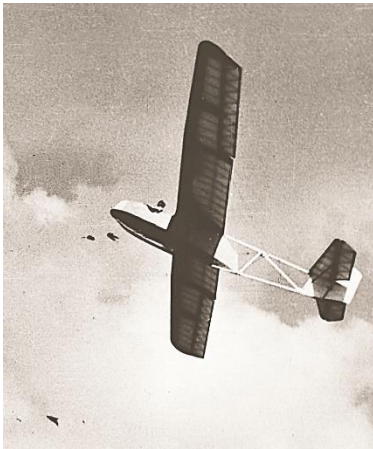
### **Skylark      *Alauda Arvensis* (Carl Linneaus 1758)**

Introduced at Nelson in 1864 & Auckland in 1867)

This delightful species certainly brings back memories of an English summer, climbing high over grassland as it sings its vibrant rippling song before descending almost silently, air brakes out, to the pasture below. The song inspires the collective noun '*an exaltation of larks*' and Pliny knew of the species in the first century AD. Poets



and composers have celebrated it too. Not surprisingly, the name has entered the gliding lexicon with the Slingsby Skylark and the Schleicher Rhönlerche (Rhön mountain Lark). The manufacturers both recycled these names for quite different versions.



**Schleicher Ka-4 Rhönlerche II**

### **Schleicher Rhönlerche I**

On the ground the avian Skylark is quite hard to see, and if one inadvertently approaches its nest and eggs, tries to lead you away by feigning a broken wing. Sadly, these nests are often accidentally trodden on – they are so beautifully camouflaged. At present, I think there is one in the undershoot to runway 08 and one halfway along the vector, on the northern side. Those sites happen to be where we walk wings, but overall I would not be surprised if there were a dozen or more nests on the airfield. Whether the mower passes over the eggs I do not know, but I hope the chicks can run clear.



Certainly the species is thriving. They feed mainly on grass seeds, but add tasty protein-rich grubs whilst breeding.



**Slingsby Type 50 Skylark 4**

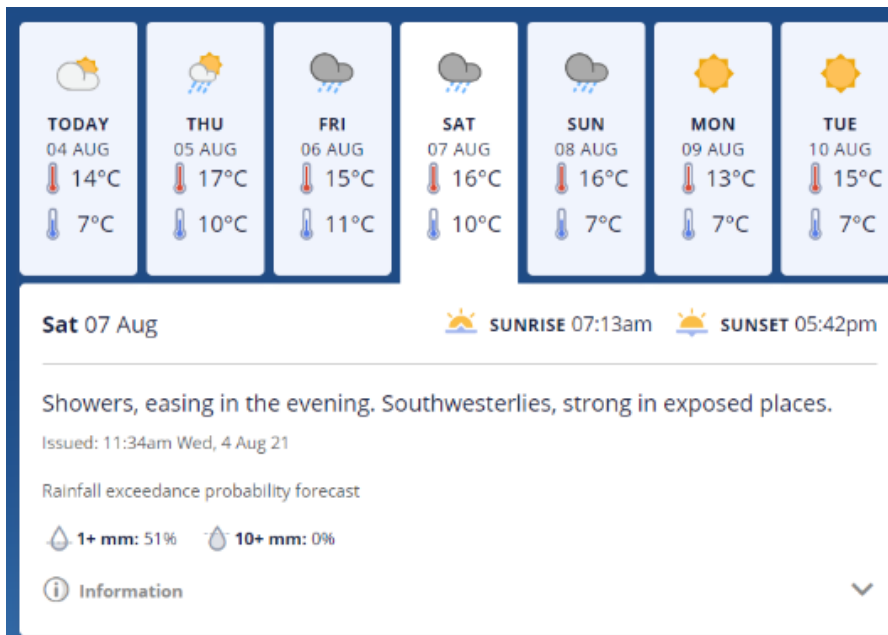


The Skylark (it has no Māori name as far as I know) has taken rather a lot of space, but deservedly so. I will cover the other four introduced species next week.

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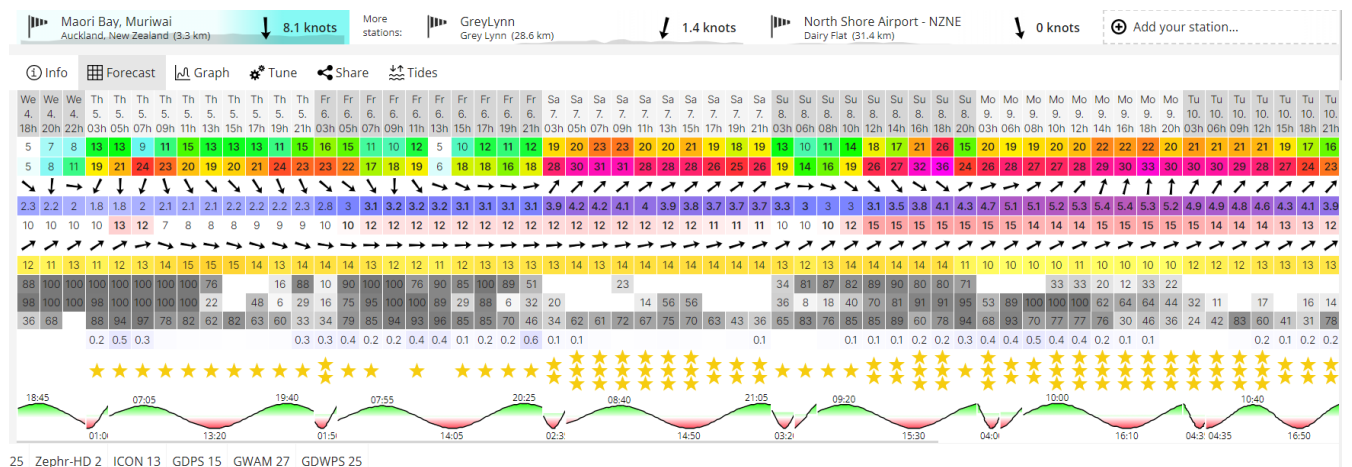
## Weekend Weather

Will Andrew be right and a Coast Run possible this Weekend????



[Auckland Central 7 Day  
Weather Forecast and  
Observations - MetService  
New Zealand](#)

## Windguru - Auckland West Coast





## 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