

# WARM AIR 30 October 2021

Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:**

**No Flying this Week**

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

Bank Acct 38-9014-0625483-000

Saturday

Instructing:

Towing:

Duty Pilot

Sunday

Instructing:

Towing:

Duty Pilot

## MEMBERS NEWS

- *In Warm Air this Week;*
- *Club News*
- *Coring Thermals Under Big Cumulus*
- *Video Corner*
- *Our Avian compatriots part 15: Suburbia. Jonathan Pote*
- *Roster*

*Thank you for the contributions from members.*

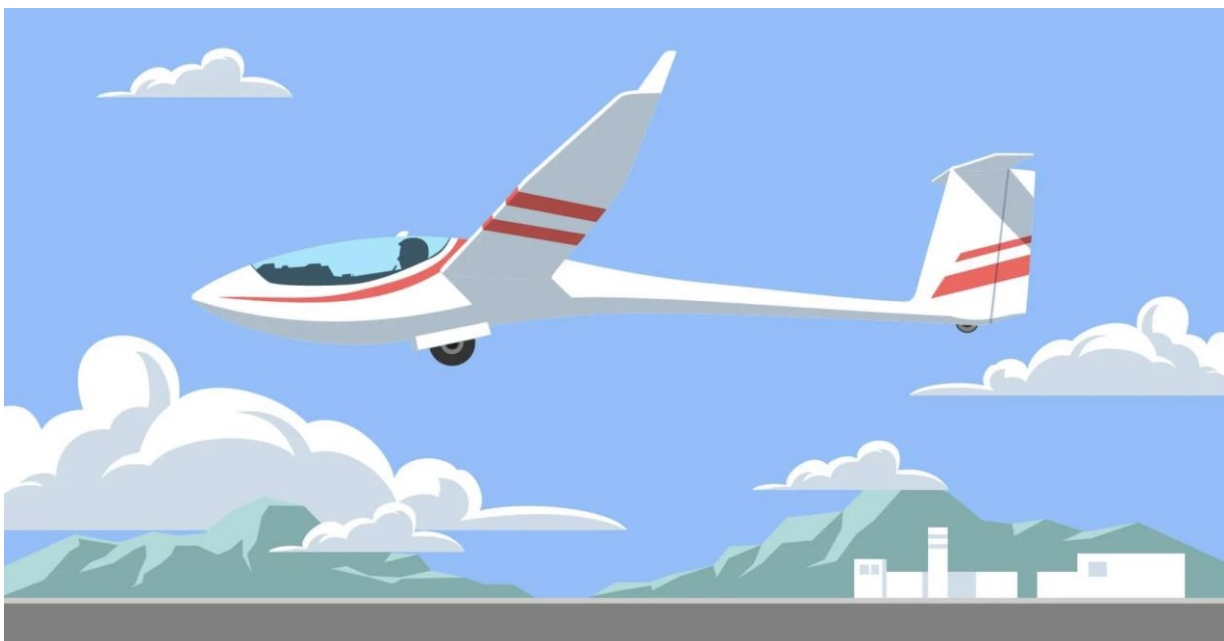
## Club News

Well, the last few weeks have been a bit of a roller coaster and regrettably we have more to come in Auckland. It feels like being on a cross country flight, far away from home, not many landable options and in a weak thermal at the moment.

However, Kishan our Club Captain has an idea below.

# ...CLUB CATCHUP...

Over the wire...



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## SATURDAY 6<sup>TH</sup> NOVEMBER 2021

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We know it surely has been a while since we all caught up and had a yarn!

Let's catch up over a cold one on the evening of Saturday 6<sup>th</sup> Nov. Get your gliding hats and camera's on ☺

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### JOINING LINK

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Click on the below link to join the call @ **1800 Saturday 6<sup>th</sup> Nov.**

Google Meet Link: <https://meet.google.com/unj-mopc-gds>

*Any issues: Please contact KISHAN on 021 064 5648 / [kishan@bhashyam.co.nz](mailto:kishan@bhashyam.co.nz)*

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### **Reminder**

#### **Membership Application/Renewal - 1 October 2021 - 30 September 2022**

Please find attached this year's membership form. All members are required to complete and return to either Ray Burns ([ray.burns.ggl@gmail.com](mailto:ray.burns.ggl@gmail.com)) or Lionel ([lionelpnz@gmail.com](mailto:lionelpnz@gmail.com)). The PDF document is PDF Fillable. Which means you can complete it on your computer (which means we don't have to de-cipher some of the handwriting!). I recommend you save this to your computer, open the form and complete the first two or three fields then save the form. Open it a second time before completing so that you can be sure your entries have been saved correctly.

For those of you new to the club, we all need to complete this form each year. Our year runs from 1 October to 30 September.

Those under 26 in full time education: The fee structure is \$30 for membership and the \$25 communication levy. That is all. Your total subs are \$55.

While we are all locked down, now is the perfect time to get this completed and returned.

Many thanks,  
Ray

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#### **ADS-B Transponders Purchases**

As we all know, we will all have to fit ADS-B to our gliders before the end of 2022 if we wish to fly in controlled airspace e.g. Whenuapai. Some of you may already have seen to this. Gliding NZ is negotiating details with CAA and say they have made some progress.

As installations are liable to take months, it is desirable that action be commenced sooner, rather than later. It has been suggested that **ASC private glider owners** who intend to upgrade, may wish to be part of a combined club purchasing order to ease logistics, costs and and possibly obtain a discount,

Although it is by no means certain that a discount can be obtained, the costs involved in the upgrade are significant and any help would be welcomed by most of us. Therefore, we are seeking expressions of interest in participating in such a bulk purchase.

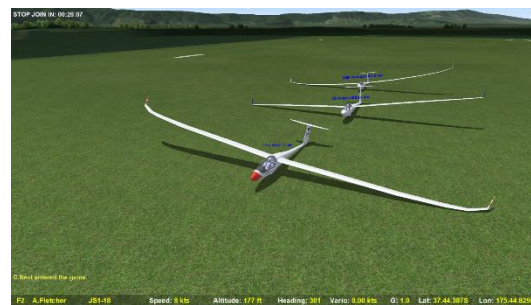
If there is sufficient interest, then we will take the matter further, discuss with the Committee and see what can be negotiated, once we have the numbers.

Please reply to Tony Prentice to indicate if you are interested in participating.

Cheers  
Tony Prentice

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**ASC Condorites** made the most of Labour Weekend and went virtual soaring  
As Labour weekend approached it was easy to forecast that we would still be in a lock down. So I decided to run a virtual weekend away at Matamata over that weekend, three tasks were set for Saturday through to Monday.



Monday's task, a strong ridge day and a long cross country to go with it, Matamata to Port Jackson and back to Matamata for the finish (285km). It was decided that high performance 18 meter machines were the order of the day, Craig flew a Ventus, Lionel the Antares and myself a JS1. I decided to get the wing tips out so my span was 21 meters giving me a glide angle of 60:1.



We launched into good thermals and waited for the start line to open then headed for the ridge, it was booming with a 30kt wind blowing straight onto it. Progress was fast through to the Waihi Gap, then the ridge line was a little more broken for a few kilometers through to Thames. My 21 meter wings were working well making the most of every scrap of lift. Once past Thames the ridge line was more consistent and the pace was fast once again. I arrived at Coromandel at 1500 feet, there was a large gap to cross here but we all negotiated it well. From here it was all about wind awareness, visualising the air flowing over the spurs and gullies we extracted every scrap of energy to turn Port Jackson at nearly 3000 feet.



The run home was much the same, I was a little low between Thames and Te Aroha getting down to less than 1000 feet but our super high performance ships got us through. Once South of Te Aroha the lift was epic, taking only a couple of minutes to climb to 3000 feet, from here it was a straight glide to Matamata.

We are open to anyone that would like to join us.

Andrew Fletcher

## Coring Thermals Under Big Cumulus

*By Adam Woolley*

Big and high cumulus days are super fun, especially when all the ducks line up. That's the trick, to figure out the day's pattern so that they (ducks) do, as it is on every day and flight. However, when we fly under large cumulus clouds, it requires a different tact at the day. Instead of looking down, we must look up, this is to get all available cues from the clouds ahead. The beauty is that there is no guesswork, as there is already proof that that convection exists!



## Cumulus Cloud Cycle

As you've probably found, not all clouds produce lift or good thermals under them, others, especially the big ones, often have multiple cores. Knowing the life cycle of a cloud will help too, hit it in the sweet spot and you'll have a super-strong climb, get the timing wrong and you'll be left with something weaker. So we must build our knowledge on this cycle. You could get lucky occasionally, but typically luck will only go your way on smaller clouds.

So we have to start studying all the indicators. Approaching the cloud, generally, we have plenty of time to start studying it. Firstly we can look at it in general, know our overall track after the cloud, figure out the wind, then plan our attack through the cloud to maximise our opportunity at finding the very best of lift. Where is it the most active? As I mentioned earlier, there may be multiple cores, so maximise your search opportunity and go via as many of the potential thermal locations as possible.



## Dry vs. Moist Thermals

There are dry thermals that rise to produce clouds, and there are thermals that carry more moisture. How can we tell the difference? A thermal that is dry typically punches up into the cloud, which creates a dome-like shape into the usually flat base, it's sometimes marked by a lighter discoloration too. The other, the wetter thermal, will produce a 'daggy' as we like to call it in Australia. A 'daggy' is effectively a tendril or some condensation that appears below the



base. Both indicate the best options, we should aim to put our gliders here, then turn to stay within or around them!

## Cloud Shadows


One thing we must also consider when flying on big cumulus days is the cloud shadow. This in itself can cut off thermal trigger points, cooling the general area, which in the end will hinder the thermal activity. So by staying higher, you should be able to thermal in stronger cores.

## Wind

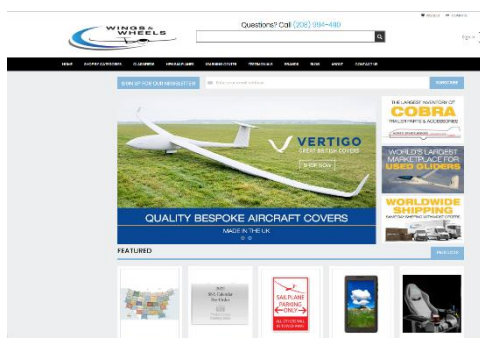
The wind is always an important factor to consider too. What I've found in my experience is that thermals seem to elongate or leave long tails downwind of the core. So in order to feel your way into a core, line the cloud up with consideration of the wind, start from downwind and work your way upwind via all your pre-determined points of likely cores, so as to maximise your time under the cloud and finding the one – naturally this works when working in the opposite direction too...

Finally, when the wind gets stronger with altitude, you'll often find the climb on the upwind edge of the cloud, even in front of it too, just to keep you on your toes. As I said at the start of this article, the trick is to figure out the pattern of the day asap, that way you really can bounce along and maximise the huge amount of fun that large CU days bring 😊

Safe circles as always!

A photograph of Adam Woolley, a glider pilot, sitting in the cockpit of a white glider. He is wearing a blue flight suit and a helmet, and is waving his right hand. The glider is in flight against a clear blue sky.

Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.



[Soaring & Gliding Pilot Shop \(wingsandwheels.com\)](http://wingsandwheels.com)

## Video Corner

### Axalp 2021 Fliegerschiessen Airshow

Each year the Swiss Air Force undertakes a live fire airshow in the Alps. This is spectacular.

[Axalp 2021 Fliegerschiessen Airshow | F-18  
Hornet, Super Puma, Patrouille Suisse - YouTube](#)



### Finals Glides – What could possibly go wrong

Tim breakdowns the steps to get this right.

[Glider Near Crash on Final Glide: Instructor Reacts! - YouTube](#)



Glider Near Crash on Final Glide: Instructor Reacts!

The Jetsons – Something a bit different

[Jetson One - Official Launch - YouTube](#)



Jetson One - Official Launch

## Our Avian compatriots part 15: Suburbia. Jonathan Pote

Suburbia, you ask: Now we really are scraping the bird barrel. No we are not – not only do we all have homes to go to (not always apparent in the clubhouse in the evenings) but land-outs do occur in built up areas, so this is a legitimate chapter. The barrel is far from empty, there being some ten-thousand species of birds worldwide, and we still have insects to cover: There are ten million species of those.

Picture yourself: Over suburbia, out of lift, altitude, speed and ideas. It is going to have to be a road. Why do the wide roads have so many cars on them? Why do narrow roads have lampposts on alternate sides? And people shouldn't have cars if they do not have off-road parking. Nothing for it; time for SUFB or something similar, accent on the 'S', and hope for the best as the "No exit" sign whistles ominously past the canopy.

One wing halted on a lamp post, a rapid 90 degree pivot, up over you go, then steeply down into a large green house, out the other side in a shower of glass, covered in tomato vines and into the swimming pool. You should always wear a life-jacket when flying – 70% of the world's surface is water, lots of it in suburban gardens.

Half an hour later the ambulance and fire crews have left, muttering as they go. "What is the point of an aircraft crashing if there is no blood or flames? Complete waste of time. Mutter. Mutter". The police, however, are still there.

"We want to cut the wings open. We suspect you are smuggling drugs".

"Officer. If I was smuggling drugs, even a bicycle would be more reliable. Or a submarine". "Gliding is the least reliable way to get from A to B known to mankind".

"We have heard aircraft have radio-active dials"

"Not this one, Constable. It was built before they invented radio-activity"

At last they leave, also muttering, and quiet returns to the garden. So do the birds who were so rudely disturbed.

### **Tūi *Prosthemadera novaeseelandiae***

The endemic Tūi is a honeyeater, a widespread family including the Bell Bird. To confirm it is not the introduced Blackbird, the overall blackish colour is interrupted by a brilliant white ruff (Early settlers called it the *Parson bird*) and the prominent white shoulder patches, best seen in flight. Seen up close in good light, the 'black' colour becomes a blue/green/bronze iridescence, with a yellow dusting over the head at times (This is pollen, mainly from flax, the species being an important pollinator). Tūi are very aggressive around pollen and nectar supplies, attacking any Bellbirds and using their feathers to create turbulence and thus noise when chasing each other. Their flight is clearly intermittently ballistic and their overall shape fits that of a bird living in dense bush, having to maneuver constantly; fairly low aspect-ratio wings with enormously variable geometry. Oddly, they are absent in Canterbury although present from the Kermadec to Sub-Antarctic Islands.



**Tūi on Kowhai**



**Tūī demonstrating alternate flapping and ballistic flight. Tony Wills image**

Tūī are one of the few native or endemic species that can be attracted to a garden feeder (sugar solution or ripe fruit) but patience is needed.

### **Blackbird (*Turdus Merula*)**

The Blackbird was introduced from Europe during the Acclimatisation society days. Its orange bill is stouter and less curved than that of the Tūī, reflecting its varied diet, and it lacks the white ruff and shoulders. That said, albino or part albino blackbirds are quite common in Aotearoa, patches of off-white feathers occurring randomly. I have seen one



completely white blackbird (not to mention albino examples of Peacock, Sparrow and Variable oystercatcher) in New Zealand. The female is in fact brown, whilst juveniles are brown and spotted, possible to confuse with a Song Thrush.

### **Male Blackbird**



**Female Blackbird**



**Albino Blackbird**

### **Thrush (*Turdus philomelos*)**

The Song Thrush, to give it its European name, shares that slightly unfortunate Latin family name (which in fact is simply the Roman name for this bird). Hopping around on the ground, looking very attractive, male and female indistinguishable, it is often overlooked. Perched on the highest point of a tree, often nearly invisible, it has the most varied and continuous song of all local birds. Truly a one-bird dawn chorus.

Song Thrushes were introduced to both Australia and New Zealand as a reminder of 'The Home Country' but found Aotearoa more acceptable: They are rare in Australia today, common here. Song apart, there was an economic benefit introducing the Thrush, as it is an avid snail eater. Often a bird has a favourite stone to use as an anvil, and grasping a snail in its beak thrashes it against the stone, quite audibly on a still day, until it can extract the snail's body. Use of metaldehyde as a slug and snail killer has caused collateral poisoning of Song Thrushes in the UK, where it is far less common than before.





**Song Thrush alert for food**



**Song Thrush doing what it does best**

**Eastern Rosella *Platycerus eximius*** This eastern Australian species arrived as cage birds, but escapees found northern New Zealand to their liking and have flourished. Up to eight eggs per clutch helps, many Australian species (not just birds) preferring the multiple offspring/high mortality approach which sits badly with the Aotearoa endemic model of fewer offspring/lower mortality. Whilst it is nice to have them here, they compete directly with the endemic parrots both for food and nesting. Parrots like to nest in pre-existing cavities in tree trunks, an increasingly rare habitat as mature forest was cleared, and the endemic Kaka and Kakariki have a great competitor in the Rosella. Gazumping is common in the natural world, aggression replacing money.



**Eastern Rosella A flying rainbow.**

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**Pigeons and Doves.** Pigeons and doves are alternative names for a family of some three-hundred and fifty species world-wide. Uniquely, the lining of their crop produces a milk similar to that in a mammalian breast, and the young are initially fed on this. That is some recompense for their accommodation; perhaps the simplest possible (and untidiest & uncomfortable) platform of twigs possible that not uncommonly falls out of its tree or off its ledge. That only two eggs are laid per clutch seems prudent risk-management!

**The Kererū *Hemiphagia Novaeseelandiae*** or New Zealand pigeon, which declined as it was prized as customary food (*Taonga*), is doing well after some tough years. This is good news, as it is the prime vehicle of seed dispersal for native trees, especially karaka and puriri. Seeds transit the bird's gut unaffected, and are deposited far from the source tree complete with a dollop of fertilizer. A great claim to fame is that its name was chosen for a potentially human-habitable exo-planet circling a star named 'Karaka'. Being only 132 light years away from our sun, it should be useful for those air-miles accumulated recently.



**Kerurū in flight**



Apart from traffic problems, they are notorious for flying into windows (and surviving) and also for flying whilst 'drunk' on overripe berries – quite a scary sight to behold.

**Rock Dove: *Columbia livea*** This introduced species, with very variable plumage, has led to captive variants as racing pigeons but some having reverted to the wild still love the rocky cliffs and gorges of its native mountains – except that city center and industrial buildings have to suffice for wild precipices.



**Rock Dove:** In common with many species, the better the light and the closer one looks, the more colourful the iridescence appears. Birds eyes cover a wider wavelength than ours and have very rose-tinted vision

**Barbary Dove *Streptopelia roseogrisea*** is ochre coloured and has a thin but prominent collar around the back of its neck. It is very similar to the Collared Dove that spread from Asia into Europe in the 19thC apart from the latter's light grey overall colour. Auckland is lucky to have it – it is classed as 'rare African introduction' and found only in a few North Island communities. Rather than being deliberately introduced by acclimatization societies, it seems all are descended from escaped caged birds.



**A Barbary Dove**

**Spotted Dove *Streptopelia chinensis*** is fairly similar to its Barbary relative, but the collar is obviously wider and spotted. The other plumage is of soft brown shades and very attractive. Although only found in Auckland and the Bay of Plenty, they are common on the North Shore. Its natural range covers much of Asia, but it is introduced here.



**Spotted Dove**

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Whilst the larger birds are often more tame, the smaller endemic and native species will appear if the area is quieter.

**The Pīwakawaka *Rhipidura fuliginosa*** has largely cast-off its initial European name, Fantail. Locally most if not all are multi-coloured with a pied tail and chin, but in the South Island sub-species can be almost entirely black with just a tiny white spot behind the eye. Piwakawaka seem to like human company, often coming close as one walks through dense bush. Whether it is reasonable to trace this habit to following Moas centuries ago as they crashed through dense scrub, causing resting tasty insects to take flight is arguable, but Piwakawakas certainly move towards humans rather than flee. Their tiny cup-shaped nests are extraordinarily engineered and quite attractive.



**Pīwakawaka, nest and chicks**

In [Māori mythology](#), the piwakawaka is a messenger, bringing death or news of death from the [gods](#) to the people. The bulbous eyes and erratic flying behaviour of the bird is attributed to it being squeezed by [Māui](#) for not revealing the whereabouts of his ancestress [Mahuika](#), the [fire deity](#). Tiwakawaka is also the name of one of the first Māori settlers to New Zealand.

Being so small, hypothermia is a danger in cold weather, and Pīwakawaka will huddle together to stay warm enough.

**Silvereye or Tauhou *Zosterops lateralis*** This delightful bird is seen in 'loose formation' with a small group working their way through foliage feeding as they go. They love ripe fruit and will come to a suitable stocked bird table. A few Silvereyes (aka wax-eyes) were first noted in New Zealand in 1832. It is believed the few European ships then in the Tasman provided a haven in a storm, the birds then completing the journey after a rest if not a feed. In 1856 a large number arrived at once, aided (or endangered) by a large storm. The Māori name means "new comer" or "stranger" recognizing its late arrival. However, better late than introduced, as Tauhou are now protected as a native bird unlike species introduced by human interference. It is native to the south-west Pacific.





**Grey Warbler or Riroriro *gerygone igata*** Most New Zealanders have probably never knowingly seen a grey warbler as it is so small and unobtrusive. However, its distinctive song is to be heard all the time in any bush and many gardens. It flits around in search of food, often hovering to grasp and insect. If disturbed, as it flies away the white tips of the tail feathers are an identification give-away. This tiny bird makes another remarkable nest, a tear-drop of interwoven material often hanging from a single twig. Burglar-proof as it may seem, rats can gain access and eradicating rats is vital as the diminutive species is also the preferred host to the Shining Cuckoo or *Pipiwharauoa*. This seasonal migrant lays single eggs in many host's nests, the hatched cuckoo chick heaving remaining legitimate eggs over the side and becoming an only child – with a very big appetite. Somehow the grey warblers cope.



Hard to see, but often heard: Riroriro



That distinctive tail



Hanging nest



This hardly seems fair!  
Riroriro feeding baby *Pipiwharauoa*.

The male's song often starts with a series of three squeaks and builds into a distinctive long plaintive wavering trill that rises and falls. They sing throughout the year but most vigorously when nesting, during spring. Grey warblers are often heard more than they are seen.

[Click on link for sound](#)

[Grey warbler  
recording](#)



MENU

0:00

Territorial call,  
flying between



perches,  
answering a  
tape recorder.

Problems playing this  
file? See [media help](#).

That is probably it for now (bar the exam in the next issue), so I might tackle 'Early gliding 1900 – 1939' later.

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

## Duty Roster For Oct,Nov,Dec

| Month      | Date | Duty Pilot         | Instructor  | Tow Pilot  | Comments |
|------------|------|--------------------|-------------|------------|----------|
| Oct        | 2    | A MICHAEL          | I WOODFIELD | P THORPE   | -        |
|            | 3    | R WHITBY           | R BURNS     | R CARSWELL | -        |
|            | 9    | C DICKSON          | A FLETCHER  | D BELCHER  |          |
|            | 10   | K JASICA           | L PAGE      | R HEYNIKE  |          |
|            | 16   | J DICKSON          | P THORPE    | G CABRE    | -        |
|            | 17   | S HAY              | S WALLACE   | F MCKENZIE | -        |
| Labour W/E | 23   | K BHASHYAM         | L PAGE      | P THORPE   | Matamata |
|            | 24   | K PILLAI           | R BURNS     | R HEYNIKE  | Matamata |
|            | 25   | G LEYLAND          | S WALLACE   | D BELCHER  | Matamata |
|            | 30   | I O'KEEFE          | I WOODFIELD | D BELCHER  | -        |
|            | 31   | M MORAN            | R BURNS     | G CABRE    | -        |
| Nov        | 6    | T O'ROURKE         | A FLETCHER  | F MCKENZIE |          |
|            | 7    | R BAGCHI           | P THORPE    | R HEYNIKE  |          |
|            | 13   | T PRENTICE         | L PAGE      | P THORPE   |          |
|            | 14   | C BEST             | S WALLACE   | R CARSWELL |          |
|            | 20   | E LEAL<br>SCHWENKE | I WOODFIELD | P EICHLER  |          |
|            | 21   | R MCMILLAN         | R BURNS     | G CABRE    |          |

|     |    |            |             |            |  |
|-----|----|------------|-------------|------------|--|
|     | 27 | A MICHAEL  | A FLETCHER  | D BELCHER  |  |
|     | 28 | R WHITBY   | L PAGE      | F MCKENZIE |  |
| Dec | 4  | C DICKSON  | S WALLACE   | R CARSWELL |  |
|     | 5  | K JASICA   | R BURNS     | R HEYNIKE  |  |
|     | 11 | J DICKSON  | A FLETCHER  | P EICHLER  |  |
|     | 12 | S HAY      | S WALLACE   | G CABRE    |  |
|     | 18 | K BHASHYAM | I WOODFIELD | D BELCHER  |  |
|     | 19 | K PILLAI   | P THORPE    | F MCKENZIE |  |