

# WARM AIR 4 December 2021

Aviation Sports Club Gliding Newsletter

## THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

### Saturday

Instructing: Steve Wallace  
Towing: Rex Carswell  
Duty Pilot: Claire Dickson

### Sunday

Instructing: Ray Burns  
Towing: Ruan Heynike  
Duty Pilot: Kazik Jasica

## MEMBERS NEWS

- *In Warm Air this Week;*
- *Club News*
- *Weekend Reports*
- *Circuits at uncontrolled Aerodromes*
- *Roster*

*Thank you for the contributions from members.*

## Club News

### COVID Protection Framework **RED** Traffic Light

We move into the new framework and setting this Friday. The core of this framework is being fully vaccinated. There are however all the other essential public health measures that need to continue so we can continue to protect each other and our loved ones. It is easy to become blasé and lax on all these measures, but the next month or so will be telling how we manage COVID. So just some brief reminders

- You must be Fully Vaccinated to be on Base and at the Club.
- You need to have My Vaccine Pass App on your phone or the official paper certificate as verification.
- Don't come the club if you have COVID symptoms, are unwell, have a household member isolating from COVID or you been at a Location of Interest where you should isolate.
- Maintain the Physical Distancing and Mask Wearing and Hand Washing.

Remember the Auckland Travel Boundary remains in place until 11:59pm 15<sup>th</sup> December.

If you want to know what you can do under the different Traffic Light Settings go to this link [Traffic lights | Unite against COVID-19 \(covid19.govt.nz\)](https://www.covid19.govt.nz/traffic-lights)

### CFI Ray Burns

From Saturday we will be able to continue dual instruction.

For those of you who do not know: Base is currently closed to everyone except essential workers. At the time of writing we are unsure how long this will last. It is possible it will remain in this state until the new year. We are very grateful to Gus for organising an exemption based on the fact that we are on the other side of the airfield.

Unfortunately, this is hampering our friends in the power section. They have an exemption for a small number of individuals who can prepare and taxi an a/c over to our side where their civilian members can enter via the crash gates on our side and get some flying in. This may well continue across the summer break.

As a "welcoming" in of the new system both sections are hosting a "currency" day on Sunday where all those who have not been able to fly can get current. You are all welcome on Saturday as well, however Sunday is the "event". We are hosting a BBQ with the power people outside our clubrooms on Sunday. Please make an effort to join us for some much needed socialising.

## CLUB Summer Sunday BBQ - 5th December

Both ASC Power and Gliding section are planning a joint BBQ on the 5th of December following the end of a long awaited dual flying weekend..

Please send attendance and diet requirements via text to 0210 645 648 so that we can arrange for enough nibbles and quenches.

Please contact **Kishan** our Club Captain ASAP.

## Annual General Meeting

As you will appreciate the schedule AGM back in October was canned. It is proposed to have this take place on **Sunday 12<sup>th</sup> December at the club rooms**. This shall be confirmed sooner to the time and date.

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## Weekend Reports

### Andrew Fletcher Reports

Saturday morning began with the usual socially distanced coffee at 0830 with Ray followed by opening the gate and handing the keys to Jonathan Pote to man the gate. Ray Burns and myself pulled the trailers round to the front of the hangar to rig GBU and GKT, the day promised a nice convergence. I had been pair flying with Kazik Jasica the week before in the K6 in order to work up to some cross country flying. Today would be our first real excursion away from home so long as the weather played ball. We briefed in the hangar before I towed GBU to the launch point, minimum altitudes and land out options were among the topics of conversation.



It didn't take long for others to arrive, Izzy Burr, Kazik Jasica, Ivor Woodfield, Craig Best, Tony Prentice, Alex Micheal and Derry Belcher. Gliders were given their DIs plus Ray and Myself rigged and made ready for the day.

It was a slower than forecasted start to the day, Tony Prentice launched for only a short flight as the conditions were not great. Ray Burns launched not long after and struggled to stay airborne, we decided to watch and see if he managed to get away. It took a few minutes but he did

climb away after much effort and three cancelled five minute to circuit calls to the tower.

So it was all go, Izzy Burr was next followed by myself, the convergence was now working. I established myself right on the Eastern boundary of the class G airspace, I gave Derry a call with my position and had Kazik delivered to me at 2500 feet straight into the convergence. Craig Best was next in GNF (solo).

The cloud base was not as good as advertised at around 3300 feet, however the lift was consistent. So I set off with a PW5 on my tail, we passed North Shore Airfield with a comfortable altitude, our goal was to reach the North end of Orewa beach. This goal proved to be easy, we crossed the Wainui Road in good lift and continued on North to the Puhoi area (14km short of Kaipara Flats) and turned to make our way home. The run home was easy, we maintained our altitude with no difficulty. So we decided to have another run up to Puhoi, we cruised North. I enjoyed the view as Kazik



remained glued to the tail of the K6. As we turned at Puhoi I heard a radio call from Izzy, she was down at 2000 feet and unsure of getting home, the conditions had deteriorated. Kazik and I made our way South, however from Orewa beach looking South the sky had changed. We still needed another



1500 feet to make Whenuapai safely from our current position and the sky didn't look great. We were now losing altitude as we headed South, the angle to Whenuapai looked like a mere sliver of what I would have liked to see. We crossed North Shoe at 2000 feet, I made a call to Kazik, "the first bit of lift you find better try and climb". We did not find a climb, so at 1500 feet I made the call to turn back for North shore Airfield.

I made a call to North Shore traffic immediately advising them of our imminent arrival, we joined on the non-traffic side for runway 03, one powered aircraft remained in the overhead to let us into the circuit, we crossed the runway 21 threshold then turned left to join the downwind for 03. Kazik was behind me, I decided that I would land long, to leave plenty of runway behind for Kazik to use. while in the downwind a call came from the ground, an instructor from Drury Gliding Club Campbell McIver. He informed me that there would be a crew waiting to help us get our gliders off the runway. We landed safely and then were helped to get the gliders parked.



The retrieve was easy, a call to Ivor had Derry in RDW winging his way to North Shore to aerotow us home.



Everyone else made it home after the convergence cycled and moved west without any problem. All without exception went North to some degree. It was great to see the club fleet all North of the Control Zone. Kazik and myself arrived home just before 1800 having enjoyed our little adventure up North plus a landout ☺.

A big thanks to the members at North Shore Aeroclub for their help and comradery they made us feel welcome right from the start.



**After their Adventure North, Andrew Fletcher provides some useful guidance on entering circuits into North Shore Aerodrome**

Circuits at uncontrolled Aerodromes

After landing out at North Shore on Saturday I thought I would write a short piece about joining an Aerodrome Traffic Circuit.

At Whenuapai life is very simple, we operate in a circuit that is exclusively ours with no other traffic other than a few gliders and our own tow plane.

If you choose to use an aerodrome like North Shore life gets a little more complex, you have to integrate yourself into the circuit causing as little chaos as possible with other types of traffic. Being a glider you have priority over a powered aircraft, however that is not a license to get away with whatever you like. At the end of the day there may be a first solo student in the circuit, we all remember what that feels like. The last thing you want is some glider pilot gate crashing your circuit in an unconventional way. It may be prudent for you to give way to the first solo student so don't leave it till the last minute to decide to join and keep a good listening watch on the appropriate radio frequency. Finally make sure you are familiar with the procedures used at that particular aerodrome as it varies, the AIP is there for that. It will give you the information relevant to that particular aerodrome if it differs from the standard procedures.

Below are the standard joining procedures from the NZ AIP

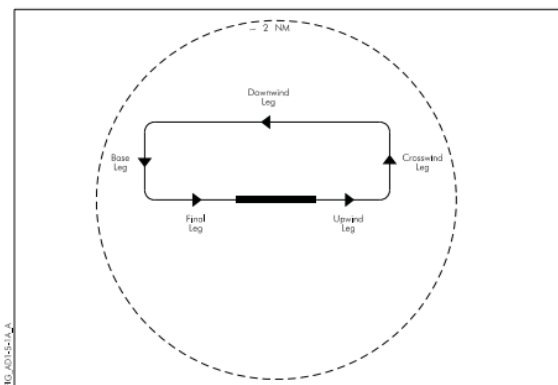
**AD 1.6 AERODROME OPERATIONS**

**1 INTRODUCTION**

**1.1 General**

- 1.1.1 This section details procedures for operations on and in the vicinity of aerodromes.
- 1.1.2 The layout of the circuit is depicted in Figure AD 1.6-1A.
- 1.1.3 The tracks to be flown when joining are depicted in Figures AD 1.6-1B and AD 1.6-1C.
- 1.1.4 Both the traffic and non-traffic sides should be identified to avoid descending into aircraft already in the circuit.

**Figure AD 1.6-1A  
Aerodrome Traffic Circuit**



Link to the NZ AIP:

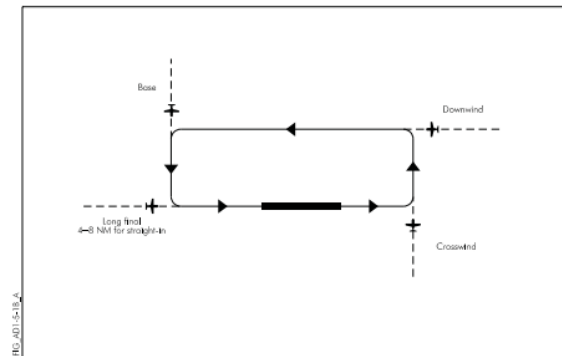
<https://www.aip.net.nz/>

It's a good idea to review the aerodromes in the AIP in your cross country area regularly, print off the relevant pages and carry them in your glider.

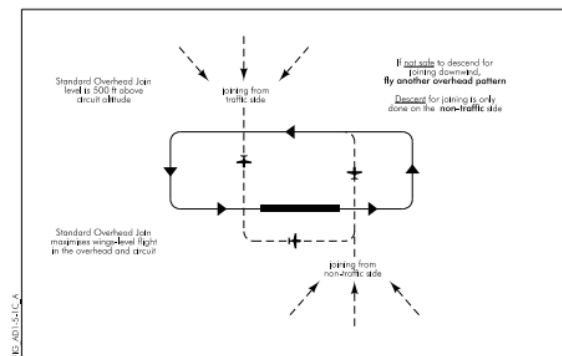
NOTAMS are another important source of information, they will inform you if an aerodrome is closed due to work in progress on the runway or the surface condition is unusable for grass runways.

Kazik and I reviewed the NOTAMs for North Shore, because of that we knew that all the grass areas were closed due surface condition. I was surprised to see this, however once on the ground there it was easy to see why. The grass was incredibly soft even after all the nice weather we have had.

**Figure AD 1.6-1B**  
Direct-joining the Circuit



**Figure AD 1.6-1C**  
Standard Overhead Join



We arrived on the non-traffic side at 1300 feet, proceeded to cross the upwind runway threshold and turn left to join the downwind leg. From there it was just a circuit and landing, I used the Easterly end of the runway and Kazik the Westerly end. Bear in mind that for a power pilot two aircraft landing on the same runway at the same time is taboo. It doesn't happen, they would go around, we of course can't so it is more normal.

The Instructors and members couldn't have been more helpful, they got a Quad bike and a golf buggy to pull the gliders to a safe parking spot. I carry a rope for that very purpose; it makes life easy.

Below is the trace from our join and circuit.

Now you have read the above information I will explain how Kazik and myself joined the North shore circuit on Saturday.

We were tracking towards Whenuapai without the altitude to arrive safely, we passed to the West of North Shore at just over 2000 feet hoping to find a climb however no luck. Approximately 3 miles South of North Shore Aerodrome (as late in the piece as I felt comfortable) I decided to call it quits and get the two of us on the ground safely.

We made a 180 degree turn tracked directly towards North Shore, I immediately made a call to North Shore traffic with our position, altitude and our intention to join via the non-traffic side. This gave the circuit traffic around three minutes before we would be joining downwind. There was one aircraft in the circuit who climbed into the overhead which gave 500 feet of vertical separation from Kazik and myself.

## 2 CIRCUIT JOINING PROCEDURES

### 2.1 Joining Procedures

2.1.1 The pilot of an aircraft intending to land at an unattended aerodrome, or one where aerodrome flight information service is being provided, may join the circuit via a standard overhead circuit joining procedure as outlined in Figure AD 1.6-1C, or direct into downwind, base leg, or long final as outlined in Figure AD 1.6-1B provided that:

- joining intentions are advised to aerodrome traffic or AFIS if the aircraft is RTF equipped; and
- the runway-in-use and aerodrome traffic are properly ascertained (be aware that some aerodromes have alternate circuit patterns for approved aviation activity); and
- when making a straight-in approach, or joining crosswind, downwind or base leg, the aircraft is sequenced without causing conflict in such a way as to give priority to aircraft already established in the circuit or established in the standard overhead circuit joining pattern; and
- when entering or flying within the circuit, all turns are made in the direction appropriate to the runway-in-use.

2.1.2 VFR traffic in the circuit should be aware that IFR aircraft conducting instrument approach procedures may join long final. Circuit traffic retains right of way unless weather conditions dictate priority to IFR aircraft on the instrument approach procedure, or if the IFR aircraft is in the final stages of an approach to land.

(In all these circumstances additional reporting by the IFR traffic of their position is advised, to ensure the VFR circuit traffic is situationally aware and can also safely sequence with the IFR traffic as it enters the aerodrome traffic circuit on final approach).

2.1.3 The principles of see and be seen apply at all times, and pilots are ultimately responsible for achieving and maintaining safe separation whilst joining and operating in an unattended aerodrome circuit.

2.1.4 Regardless of whether the flight is performed under IFR or under VFR, pilots must maintain a visual lookout so as to see and avoid other aircraft whilst joining and operating within an unattended aerodrome circuit.



Below are the radio calls that I made, I am sure they are not word perfect but all the calls were made in the correct place.

ELEV 212

NZNE

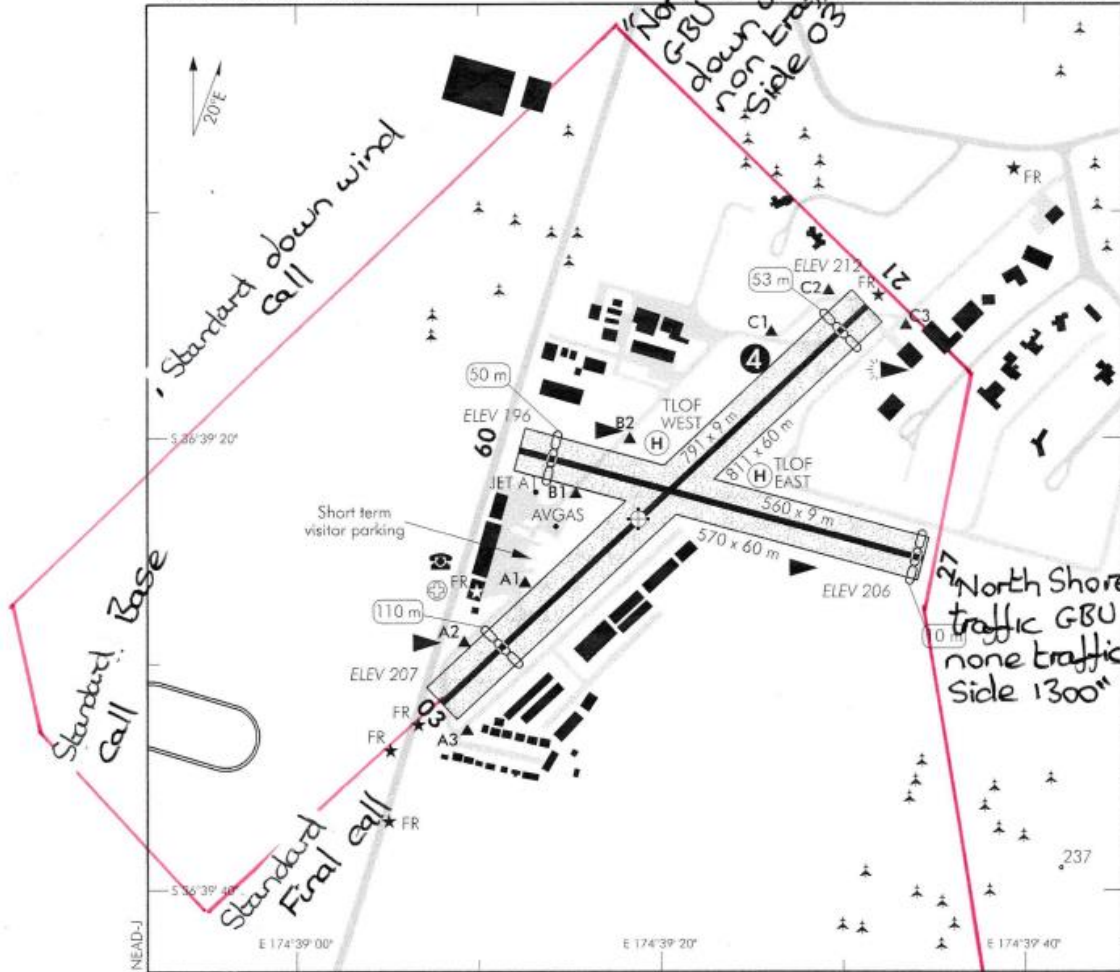
UNATTENDED: 118.0

NON-CERTIFICATED

# NORTH SHORE

## AERODROME (1)

AWIB: 130.45



**North Shore aerodrome is one of the busiest airfields in the country with a high level of fixed wing and helicopter traffic, both training and commercial operations. To facilitate the safe operation of all aircraft at North Shore aerodrome the following procedures should be complied with.**

Thanks Andrew – a very useful article for everyone. Especially the Tow Pilots coming to pick you up...he he

# Roster

## Duty Roster For Oct, Nov, Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Comments
	20	E LEAL SCHWENKE	I WOODFIELD	P EICHLER / P Thorpe	
	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	