

WARM AIR 22 July 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	I WOODFIELD
	Towing:	G CABRE
	Duty Pilot	N VYLE
Sunday	Instructing:	S WALLACE
	Towing:	P THORPE
	Duty Pilot	D MCGOWAN

MEMBERS NEWS

In Warm Air this Week;

- Club News
- CFI Corner
- Weekend Reports
- Should I stay or should I Go.....
- Roster

Thank you for the pictures, stories and contributions from members.

Club News

Annuals for MP and VF

Derry our engineer extraordinaire advises that both ships should be operational this coming weekend. Our thanks to Derry for putting in the hard yards in a cold hangar to get these completed.

CFI Corner

Air Traffic Control.

All of those who were out last weekend will be aware that ATC coverage has now returned to "normal". ATC will come in when there is a military movement only.

I will take this opportunity to thank Gus whose sterling and work has resulted in this outcome. I can tell you it was not as simple as it sounds.

You will see Gus's piece elsewhere in the last issue. There are a few points which I would like you all to take special notice:

1. Look at your chart. We are in a TM MBZ. Firstly TM: It is transponder mandatory whether ATC is on watch or not. Your Transponder must be switched on. Secondly it is an MBZ. When below 2500 feet you must report your position and intentions at least every 5 minutes.
2. Keep your radio communications professional. This is busy airspace. Remember the four C's **Clear, Concise, Consistent and Correct**. For those who want a bit of a refresher have a look at the CAA Gap booklet "Plane Talking". It can be found here: <https://www.aviation.govt.nz/assets/publications/gaps/caa-gap-plane-talking.pdf>. I have also put a copy in the members document folder.
3. Please stay WEST of Lucas creek. As part of our submissions to the Air Force we were required to ensure we had robust SOP's to ensure there was no conflict with the WASC power section. Their procedures require that a/c returning from the north and east stay east of Lucas creek when rejoining.
4. Keep your wits about you. With ATC suddenly off watch we may well find a good deal more traffic transiting from North Shore to the West Coast through the same air space in which we are flying. To which they are perfectly entitled. They are not supposed to be within M107 below 2500 unless they have permission from Base, however many pilots do not read the charts carefully enough and will often make the mistake of thinking that this applies only when the Tower is on watch. So be vigilant. The power section registrations are JIE, JCI, MBZ and TWR. Try to remember these ones. If you hear another a/c transiting the area it does not hurt to let them know

if there are gliders operating. E.g., “Alpha Bravo Charlie, there are 3 gliders operating North of Whenuapai” or similar.

5. As you all know the Rescue Helicopters (WESTPAC xxx) and the Police (POLICE x) are often transiting the area. Keep a good lookout. As with most helicopters they are difficult to see. Please give them a wide berth if you can safely do so. These guys are busy enough without having us to worry about.
6. Be aware that the power section departures to the North and West are via Kumeu not above 1500 AMSL. Therefore: If you find yourself on this side of the airfield below 1500 keep a good lookout for power aircraft (as well as the paddock you are about to land in!) and make good position calls.

Where is your left hand on tow?

You are all aware that we lost another member of NZ gliding community to another tow upset a few weeks ago. A reminder to everyone. Your left hand should be close to (but not on) the release while on tow. If ANYTHING AT ALL goes wrong during the tow release **IMMEDIATELY**. **Do not think twice.**



Weekend Reports

Friday Report – Lionel (Running Man)

A day that was forecast to be a no-fly day but Alex arrived keen to get some landing practice in. A call to Fletcher to get him out of bed, ok maybe not out of bed but at least out of home. Matt was also keen to refresh his back seat currency. Nick was also there and wanted to fly as the aircraft were already out and dragged down to 08 end.

First we set up a few toi tois for Alex and then he was away to practice his out landings. I was next with Nick - straight into a light rain shower which meant we were back on the ground rather smartly. The flight with Matt was way better planned but also fairly short as the conditions were definitely not conducive to staying up.

Alex did a second flight before we were finally finished for the day. We packed up and Craig and stayed on a little while to finish some more work on GON's new trailer

I presented Alex with his B Certificate. (*well done*)

All in all, a good day even when the weather gods did not play along.



Saturday –Peter Thorpe reports

Ray Burns was due to fly cadets in the Grob so we met for a pleasant breakfast at the Puriri Café together with Craig Best. At 0930 Ray went off to dig the Grob out of its hangar while I joined Jonathan, tow pilot Paul Eichler, Alex Michael, Roy Whitford, Tony Prentice preparing NF and MP for flight and Craig prepared to continue work on his trailer. Unfortunately VF was U/S with a broken

wheel bolt, just when the ADSB issues had been resolved. There was fog earlier in the morning and conditions were very still but the forecast favoured westerly winds later in the day so we set up on 26. Ray was first up at 1110 and Jonathan and I followed at 1133 for a smooth ride to 2000ft and back again as the air was very still. I then went up with new student Xavier Miller for some upper air exercises on turning, coordination, trimming and look out which he handled well showing good speed control in the turns. Next was David McGowan who is close to solo after attending the recent cadet course at Matamata. Revision of steep turns and stalling went well and a no instrument circuit is the only exercise now remaining to be signed off.

Alex was keen to practise more precision landings so he set up a fine toi-toi fence on the threshold ready for a practise paddock landing in MP. Meanwhile Jonathan and I went for a second flight and got a teeny bit low on short finals which just about demolished Alex's fence. We finished our landing roll with three toi-tois draped over the leading edge of each wing. Alex was very gracious and assured us there were enough left for his purposes and he proceeded to demonstrate two very fine short landings into his marked field.

Just six club flights for the day with another three for Ray in the Grob. The longest glider flight was just 15 minutes with the motor glider only fractionally better at 17 minutes. Definitely not a soaring day, but any flying is better than no flying. Also first weekend without the tower on watch and everyone handled it just fine – nice to not have so much radio traffic.

Sunday – Andrew Fletcher Reports

Sunday started with the usual breakfast at the Puriri Cafe before opening up the gate and getting the unpacking of the hangar underway. Craig Best and Kazik Jasica unpacked the hangar while Ray Burns and myself refitted the altimeter to GBU after a repair.

The day looked good, the wind was South Westerly so we set up on runway 26. Jonathan Pote was my first of the day, we had a nice flight with not much lift and myself demonstrating boxing the tow and high in the circuit finishing off with a nice long approach.

Rahul was next, there was still no lift about, so we worked on turns and general handling skills before arriving back at the circuit. Igor Khripvov was next up, the sky looked better, so I was hopeful. Tony Prentice had already launched and looked like he was managing to stay up. Igor and I launched, we released at 2000 feet into weak lift. Once established I handed over control to Igor who kept the glider circling in our weak thermal until we reached cloud base at 2400 feet. We then worked on turns and general handling. During the flight we managed to find two reasonable climbs to extend our flight to 40 minutes.

Alex Michael had also launched, he made good of the weak conditions achieving 50 minutes before the inevitable return. Kazik Jasica was next for me, we found some lift and extended to 25 minutes working mostly on refining turns as we tried to centre on the now diminishing lift.

I finished the day with a second flight with Jonathan Pote to consolidate the flight we had earlier in the day. The longest flight of the day went to Tony Prentice with 52 minutes, well done Tony.

Duty Tow Pilot Report for Sunday 26 Jun. Peter reports from the noisy end this time

Another fine day with little wind but promise of some thermal activity later in the day. Ray Burns and I took RDW for some circuits while the rest of the team led by duty instructor Andrew Fletcher prepared the gliders. First away were Andrew and Jonathan at 1145 followed by Andrew and Rahul just 34 minutes later – not much lift around. Tony Prentice launched in his BD and this time found some lift to stay up for a while. Andrew went up with Igor and Alex launched in MP and would have stayed up but the tower came on watch for the arrival of the Ukraine [RNZAF Support C130](#) and required all gliders on the ground. It duly arrived with a buzz and break to celebrate being home after 10 weeks away and as soon as it was on the ground the controller burnt rubber closing the tower and leaving us to our own devices again. Just like old times. Andrew and Kazik took a flight while Craig went in MP and nearly had me hypoxic by towing to 3000ft. Jonathan and Andrew finished the day by 1530. Eight glider launches for the day.

Should I stay or should I Go

-Alex shares a lesson on a decision-making process

There's a saying "if in doubt, there's no doubt at all". It's an interesting idea that suggests decision making actually becomes easier under greater uncertainty: if an action could result in a potentially serious outcome, just take the conservative approach that has a certain safe outcome. It's a good rule of thumb.

Here's an example where I did NOT follow this.

Sunday was a pleasant winter's day for flying. I had wound up at Coatesville at 2000ft where there was some good air. There was blue all the way to Whenuapai except for a great looking cloud street to Riverhead.

I got a call from the tower that a Herc will be due in 15 mins at 1400 and he asked if I would be able to stay up.

"Yes, I think so, GMP"

"I'm afraid that's not good enough. I need a definitive answer"

"I will be able to stay up, GMP"

Saying "I think so" should have been a sign that I wasn't fully confident that I could stay up for 15 mins!!!

I was starting to get pretty close to the eastern airspace boundary and decided to make for the cloud street. By the time I was at Riverhead it was 1357 and I climbed all the way back to 2000ft. Whew! SURELY I can hang around here till the Herc lands.



Then, of course, I hit a sink bomb. In seconds I got slammed down to 1700ft. I asked the tower for an updated ETA of the herc which was now at 1404. He also added "If you need to join you need to join now".

Well, I finally came to my senses and decided to call it quits. I expedited joining the circuit by making a bee-line to late downwind at 110kts, base leg at 80kts, and slowed down to 50kts for final approach. I beat the Herc by just under 5 mins.

When push came to shove I believe I made the right call and everything worked out in the end. BUT leaving it too late was not without its consequences. I could have VERY EASILY been flustered and missed my checks and landed gear up. I put the tower more on edge which is never good. My circuit was not stable which negatively affected the landing.

Another interesting bias was that I considered 2000ft "high". It objectively is not high! Hanging around at 2000ft for almost an hour gave a false sense of assurance that I could just continue maintaining that height when all it took was a few seconds of sharp sink to make me join the circuit.

In conclusion, it's far better to end the flight early on your own terms rather than having your back against the wall.

There's no shortage of lessons to be learned, even on a winter's day of flying!

A good call and a great lesson to learn and a great reminder.

IN LOVING MEMORY OF



CHRISTIAN DEROLD

1964-2021

The Derold family would love to invite you to the celebration of Christian's life at the Auckland Gliding Club, Appleby Road. Hosted on Saturday 9 July, at 4pm. So come dressed with your biggest smiles and favourite memories in pocket.

Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jul	2	N VYLE	I WOODFIELD	G CABRE
	3	D MCGOWAN	S WALLACE	P THORPE
	9	C BEST	R BURNS	D BELCHER
	10	R MCMILLAN	L PAGE	F MCKENZIE
	16	A MICHAEL	A FLETCHER	R CARSWELL
	17	R WHITBY	P THORPE	R HEYNIKE
	23	C DICKSON	I WOODFIELD	P EICHLER
	24	K JASICA	S WALLACE	P THORPE
	30	J DICKSON	R BURNS	D BELCHER
	31	S HAY	L PAGE	F MCKENZIE
Aug		R BAGCHI	A FLETCHER	R CARSWELL
	7	T O'ROURKE	P THORPE	R HEYNIKE
	13	M MORAN	I WOODFIELD	P EICHLER
	14	I O'KEEFE	S WALLACE	D BELCHER
	20	K PILLAI	R BURNS	R CARSWELL
	21	K BHASHYAM	L PAGE	P THORPE
	27	T PRENTICE	A FLETCHER	F MCKENZIE
	28	N VYLE	I WOODFIELD	G CABRE
Sep	3	D MCGOWAN	P THORPE	R HEYNIKE
	4	C BEST	S WALLACE	D BELCHER
	10	R MCMILLAN	R BURNS	P EICHLER
	11	A MICHAEL	L PAGE	G CABRE
	17	R WHITBY	A FLETCHER	G CABRE
	18	C DICKSON	I WOODFIELD	F MCKENZIE
	24	K JASICA	S WALLACE	R CARSWELL
	25	J DICKSON	R BURNS	D BELCHER