

# WARM AIR 6 August 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	A FLETCHER
	Towing:	R CARSWELL
	Duty Pilot	R BAGCHI
Sunday	Instructing:	P THORPE
	Towing:	D BELCHER
	Duty Pilot	T O'ROURKE

## MEMBERS NEWS

In Warm Air this Week;

- Club News
- Weekend Reports
- Strong Windy Day Thermals
- Roster

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

## Club News

# Club Winter Dinner:

It is that time of the year we all get together and celebrate over a meal and a few cold ones.

Please check your diaries with your other halves and let me know latest by **Thursday 11th August**.

Please RSVP [kishan@bhashyam.co.nz](mailto:kishan@bhashyam.co.nz) / 0210 645 648 (**latest by Thursday 11th August**)

Where:

The Riverhead, 33 York Terrace, Riverhead, Auckland

When:

Sunday, August 14, 2022 at 1800 hr to 2100hr

## Checkout the Menu



  
*New Zealand's Oldest  
Riverside Tavern*

### Winter Set Menu

Two Courses \$65  
Entrée & Main or Main & Dessert

Three Courses \$85  
Bread to start, Entrée, Main & Dessert

#### Entrées

**Pork Belly**  
carrot & ginger purée, sago crisp, cherry gel,  
sous vide pineapple, radish, sherry glaze (gf, df)

**Prawn Risotto**  
garlic prawns, chilli kimchi, nori crisp (gf)

**Dumplings**  
kombu broth, seasonal vegetable & chilli oil (v, vg, df)

#### Mains

**Chicken Supreme**  
cauliflower & mushroom purée, farro, chorizo,  
savoy cabbage wrap, chilli feta, jus (gf, n)

**Scotch Fillet**  
250g scotch fillet cooked to your liking,  
beer battered fries, salad, jus (gf on request)

**Roast Vegetable Salad**  
smoked portobello mushroom, pangritata,  
chickpea mustard, citrus cream  
(vg) (gf on request)

#### Desserts

**Apple & Pear Crumble**  
spiced ginger crumb, ice cream (gf)  
(df on request)

**Hummingbird Cake**  
caramelised nuts, dulce de leche,  
Drambuie custard (n)

**Sorbet**  
sorbet selection, pistachio crumb (gf, v, n)  
(vg on request)

## **Fleet Maintenance Update**

Derry is back working on our Grob two-seater GNF. He reports that the worn-out hinge-bushes on the tab actuator rod, trim tab, and elevator have been replaced and the tab and elevator are ready for a duplicate inspection.

The rudder is off at present and the worn bushes have been replaced. It will go back on tomorrow as he continues with the fuselage inspection.

And the new compass has arrived for our PW5 and Derry will install that before the weekend. And we will then have both single seaters serviceable.

*Many thanks Derry for your persistence and tenacity with so many challenges. It ain't easy.*

## **Weekend Reports**

### **Saturday - Peter on Towing Duty reports**

I picked up Towing Duties on Saturday. Ray was duty instructor, and I was home alone so we met for breakfast at Lombardi's since Puriri Café was still closed due to staff illness.

We only had one single seat glider to fly so we were pretty casual about getting ready to fly. So Ray and I flew some circuits in RDW to fill in time. Eventually the sky looked suitable for Tony Prentice to make his daily foray into the sky, so we launched at 1300 into a sky that had some weak thermals which gave him about 30 minutes.

An hour later Alex launched in MP and was soon calling for airspace to be opened to 4,500ft so it was clearly the superior skill of the tow pilot that placed him in a position of good lift.

Nobody else wanted to fly so we put RDW to bed and I left the others to wait for Alex to return to earth.

### **Sunday - Fletcher on Towing Duty reports**

Winter Tow Pilot report for Sunday: Text from Lionel. "Calling it quits. None here and this very windy and rainy." I do appreciate your keenness to fly in the rain Lionel. Can't wait until summer.

Lionel mentions it could have been a COAST Day if it was not for that squally H2O.



*Too right Fletcher, bring on Summer.*



## Strong Windy Day Thermals

**By Adam Woolley**

Thermals are certainly strange creatures. One day they can be big, round, and smooth, the next they'll be tight with multiple cores, the next day, there will be sink in the area that was constantly lifting the day before! This can bring frustration, but also lots of satisfaction when we start to build up our experience and start to be able to harness mother natures energy to our advantage. Undoubtedly, you'll fly on windy days too, so you'll need to build up your knowledge and skills for these types of days too...

## Wind Effect on Thermals

Thermals are updrafts, naturally. They typically drift downwind, but because of their huge amount of energy and mass behind them, quite a bit slower than the wind. Where is the core on a calm day? As you'd imagine, in the center. What about on a strong wind day? You'll find it on the upwind side, close to the strongest sink too. Already this spells the use of caution, especially at the lower altitudes. Widening out your turn or delaying your turn back in, will see you lose all that beautiful energy you've just gained. Consequently of this is that you may lose in your mind where to search for, or find the thermal again, or it'll see you staying in the heavy sink and having to continue on.

## The Danger of Thermalling Low

While I touch on strong wind days, when you're at the point of having to outland, if you get that surge of lift on base leg, never take that one extra turn, just commit to the field and live to fly another day – after all, this is just a game we play and your friends will happily come pick you up!

## Centering Thermals When Windy

So how do we center a thermal in windy conditions? Well, don't be dismayed if you lose concentration, or a few thermals while you learn, even experienced pilots can struggle with this. The first trick is to stay relaxed on the controls as best you can while staying focused. To avoid losing a thermal in these conditions, we of course need to adjust our angle of bank, to result in an oval or egg-like shape. Typically you'll be at your regular angle of bank at the upwind point, through to the downwind point, then widening it out just prior to flying into the wind (to being quite shallow), perhaps around half of the bank than usual. When you feel the surge or core again, be sure not to delay (for the vario needle to respond), tighten back up, use those sensitive nerves you've developed in your backside and trust your instincts. Remember what we said earlier about the strong sink on the upwind side, we want to avoid this! Every thermal is different of course, some require this method every turn, others require this method every other turn, and others, well, of course, it always depends!

What topic do you want to see in an upcoming newsletter? Email us [sales@wingsandwheels.com](mailto:sales@wingsandwheels.com)



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.

# Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
<b>Jul</b>	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	P THORPE
	31	S HAY	L PAGE	F MCKENZIE
<b>Aug</b>	6	<b>R BAGCHI</b>	<b>A FLETCHER</b>	<b>R CARSWELL</b>
	7	<b>T O'ROURKE</b>	<b>P THORPE</b>	<b>D BELCHER</b>
	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