

WARM AIR 29th & 30th July 2023

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: www.ascgliding.org [ASC Gliding](#) | [Facebook](#)

Bank Acct 38-9014-0625483-000

Saturday July 29	Instructing:	A Fletcher
	Towing:	G Gabre
	Duty Pilot	R McMillan
Sunday July 30	Instructing:	I Woodfield
	Towing:	P Eichler
	Duty Pilot	N Vyle

MEMBERS NEWS

In Warm Air this Week;

- **Club News**
- **Weekend Reports**
- **Roster**

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

Club News

Well last weekend there was flying, not soaring, but flying. And to boot a fine meal and catch up at Riverhead. CFI has some timely reminders and advice, and we have a breakdown of last weekend reports. Thanks again for all the contributions.

CFI Corner

Situational Awareness

Situational Awareness ("SA") is a primary skill and it is absolutely fundamental to staying safe in the air. SA extends beyond looking before turning. We should have a good visual lookout at all times. Keeping our head out of the cockpit. This includes being aware of what is happening on the ground. On Saturday I was flying from the western side of the prison towards Herald Island to start a circuit for 08. This was a good opportunity to glance at the ground and see the tow plane lined up with a glider. This tells me that we will be joining at about the same time as the tow plane will be climbing out. A good radio call clarified the situation between the two of us. This is an example of SA.

SA extends to building the mental picture of what we think is happening around us by listening to the radio.

Last weekend we had a situation where an a/c from NZNE was making an instrument approach onto 21 while we were using 26. It was good SA by the pilots in the circuit that prevented any conflict. They were listening out and making good radio calls.

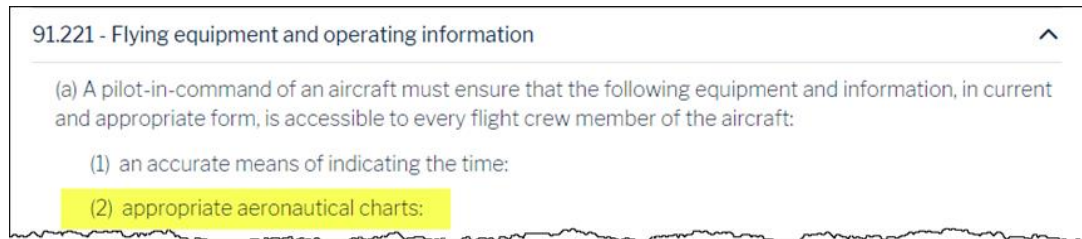
However, listening is not enough. We need to comprehend what we hear. We might hear a radio call that tells us an a/c is at Okura River Mouth tracking Lake Pupuke but that tells us nothing if we don't know the location of either of those places. In the space of an 18 minute flight on Saturday we had four radio calls like this. Three of them were of little consequence to us but one was very important. A helicopter landing at Coatsville. That could definitely be in the same space we were flying.

I cannot recommend enough that you buy your own map of the area and study it. Buy 1:250,00 "C3/C4" chart. You should know all the Visual Reporting Points and aerodromes on

that map. Don't just look in the space you are flying. You need to know locations outside of G areas. Lake Pupuke is well outside any area we fly. However, an aircraft entering the zone at "Waimauku tracking Lake Pupuke" will fly straight over the prison. You need to know the location of these places. New maps are issued each year in the October/November time frame, usually effective early December. They are \$14.50 (less than 500 feet of the aerotow). Here is the link:

<https://shop.aeropath.aero/collections/all-visual-navigation-charts>

If you are not yet convinced: It is a legal requirement! Part 91.221(a)(2):



Flying by attitude.

Cast your mind back. Remember that flight you did just before solo to complete a circuit with no instruments? Ever thought "when will I ever need this?" I recently had cause to takeoff in a power a/c on a fairly short runway. By the time I realised that the ASI was not working I was committed to the takeoff. There was not enough space in front of me to stop. A made a circuit and landed. All that flying-by-attitude paid off! If you think you might be a little rusty, organise a flight with an instructor.

Weekend Reports

22nd July Saturday –Ray Reports – “*at least we were flying*”.

What a relief. A day when it is not raining, cloud base is not 6 inches above my head and it's not raining. In fact, it was a fabulous winter's day. Fine Weather and sufficiently cold to keep those pesky thermals at bay. I met Igor at the café with his son Ray (what a great name) before opening up. Craig, Marley, Ben arrived pretty shortly after I did and we got the gliders out. Derry had called to say he would be late so we split the prep, Craig and Marley took NF, Ben to VF and I dealt to RDW.

By the time we ready to move, Neville, Kazik and Tony joined us and Peter and Lionel arrived to fly GNW.

A light southeaster necessitated a trip to the 08 threshold. Ben and I got the first launch away at 10:48 shortly followed by Marley. Izzy had arrived and did a couple of flights with Michal and Gaelle and Igor and I hangar-landed GNF about 1430 to finish the days flying. In-between this rabid activity in the twin, Lionel and Peter did one flight in NW to discover the radio is still not up to par. Tony flew BD and Ben VF and Craig, Kazik and Ivor all flew MP. 11 Flights for the day, with line honours going to Craig with 24 minutes (we discounted Lionel and Peter due to their hydrocarbon advantage) . No Thermals and very still.

23rd July Sunday – Steve Wallace Reports “*It was dynamic*”

Sunday 23rd was forecast for moderate south westerlies and showers which is pretty much exactly what we got.

We set up on 26 grass and optimistically opened the airspace to 3,500'. We then discovered a vital piece of the windsock that attaches the sock to the pole had gone missing. A search party was dispatched and in the meantime Jonathan volunteered to be the windsock. First up was Michal Weyna who got in some nice time on the controls practicing his turns and thermalling techniques in a buoyant but choppy sky. This half hour flight encouraged Tony Prentice and Craig Best into the sky in BD and MP as they got in some needed thermal practice. Gaelle, Igor and David McGowan then all got in some nice flight times in the twin, all getting the chance to experience the dynamic sky and tricky circuit conditions. David did particularly well getting away from 1,100' at the beginning of prepping for joining the \downwind. Everybody learned lots and had fun flights which was great for a mid winters day.



Peter Thorpe adds from the Front End – “lumpy and bumpy”

I was a bit late arriving at the field but the aircraft were all outside being DI'd. We emptied the last fuel container into RDW using the neat new electric pump and then Ray Burns very kindly went off to refill the containers while I checked RDW. All was well and we were ready to fly by 1120. The weather was chilly with a brisk breeze of 220/16 on the ground and 240/25 at 2000ft. First up was Steve Wallace and Michal Weyna with a tow to 2000ft. Pretty rough on tow with the glider pulling the lighter tow plane around quite violently at times – caused by a new student getting out of position. A quiet word with Steve when back on the ground soon fixed that problem with a promise not to let students get so far out of position in the future. Tony Prentice launched In BD followed by Craig Best in MP for 19 and 29 minutes respectively. Steve and Gaelle Stanfield had the best flight of the day at 42 minutes followed by Igor Khripunov at 32 mins and David McGowan at 41 mins.



Jonathan Pote had been walking round draped in the windsock and when asked why he explained that part of the mounting piece was missing and he was trying to give pilots some indication of the wind.

We decided it must have come unscrewed and fallen off the previous day down at the 08 end so I suggested a FOD plod by all of us when flying was finished but one of our parents (I think Gaelle's father) volunteered to have a look as he was present the previous day and knew where to look. Lo and behold he found the missing bit right where the caravan had been parked so he reassembled the windsock and mounted it where he thought it would logically go on a retractable pole at the LH end of the caravan.



For years we have screwed the pole together and swung it into position on the RH side only to find there has been a better position all the time. And what is more, the caravan fits into the hangar with the windsock still mounted but retracted. A bit like politicians – you need a fresh set of eyes every so often. *That's quite deep Pete.....* All on the ground by 3:30 so we packed up and went home to prepare for the club dinner that evening.



Club Mid-Winter Dinner

Superbly arranged by Club Captain Kishan, held at the Riverhead Tavern. Great company, food and setting. Thanks Kishan.



Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
	29	R MCMILLAN	A FLETCHER	G CABRE
	30	N VYLE	I WOODFIELD	P EICHLER
Aug	5	I O'KEEFE	P THORPE	R CARSWELL
	6	K BHASHYAM	L PAGE	R HEYNIKE
	12	T O'ROURKE	R BURNS	R CARSWELL
	13	T PRENTICE	S WALLACE	G CABRE
	19	R WHITBY	A FLETCHER	P THORPE
	20	R BAGCHI	I WOODFIELD	R CARSWELL
	26	C BEST	R BURNS	TBC
	27	S CHAND	S WALLACE	P EICHLER
Sep	2	S FOREMAN	P THORPE	R HEYNIKE
	3	B GAMBARO	L PAGE	R CARSWELL
	9	B HINDS	A FLETCHER	P THORPE
	10	K JASICA	R BURNS	G CABRE
	16	I KHRIPUNOV	S WALLACE	R HEYNIKE
	17	D MCGOWAN	A FLETCHER	G CABRE
	23	R MCMILLAN	P THORPE	G CABRE
	24	N VYLE	R BURNS	P EICHLER