

WARM AIR 19th & 20th August 2023

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday Aug 19	Instructing: Towing: Duty Pilot	A Fletcher P Thorpe R Whitby
Sunday Aug 20	Instructing: Towing: Duty Pilot	I Woodfield R Carswell R Bagchi

MEMBERS NEWS

In this edition of Warm Air

- *Committee Meeting – Brief Summary – some items to note for planning ahead.*
- *CFI Corner - Ray reminds us of our Airspace and how high and far we can go and keeping in touch with the tower.*
- *Weekend Reports - Okay the weather was not the greatest last weekend, but some went for a fly.*
- *A new Aviation book From the Pilots Seat from good friend of the club Fletcher McKenzie is available.*
- *NVG soaring at Night to Set a new Distance Record*

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

Club News

Committee Meeting – Brief Summary

On Tuesday the committee met for the usual monthly meeting. The minutes will be posted onto the ASC webpage shortly, but here are a few items for your information.

- Annual General Meeting and Pre-Season Soaring Safety Brief. It is proposed this will occur on Saturday the 14th of October at 10am at our Skyline Garage.
- Labour Weekend Matamata Camp – the committee has confirmed we will undertake our pilgrimage to Matamata on the 21, 22, & 23rd of October. So, plan to book accommodation and prepare to head down. We will need helpers to prepare trailers, support equipment etc etc. *(scary I know that we are even thinking this far ahead)*
- Finances – not to say we are rolling in it, far from it, however the club is in a better position than we were last year due to the financial impact taken when upgrading to ADSB transponders. So don't get excited, any spare money heads to funds for rainy day expenses and an engine replacement fund for the tow plane. *Now if any member won the 37 million from Lotto on Wednesday and you are thinking that is just too much for me, then please contact us, we have some ideas.*
- Power to Skyline Shed – Not looking hopeful at this stage, and unclear of its future for this useful facility to us.

CFI Corner

Airspace

Please check your charts! When we open the airspace, the 3500 limit is to the WEST of Paremoremo Road. That means you cannot be above 2500 over Lucas Creek. Or even the eastern side of Paremoremo Rd. If you are above 2500 feet east of the road you are encroaching on Auckland's airspace. Please don't do it no matter how tempting the convergence / thermal is.

Furthermore, if we open the airspace to 4500 feet, this higher altitude does NOT include G175 Hobsonville. You cannot be EAST of Paremoremo Creek (the little one on the western side of the prison) above 3500. That includes the prison. If you are above the prison over 3500 you are always encroaching Auckland airspace.

5 Minute Calls.

Our friends in the tower are very reliant on your 5 minute call. They use it to determine sequencing with other traffic. Especially power traffic in the circuit. Try to get this accurate. It is less important that it is exactly 5 minutes than it is that it is accurate. The controller would much prefer "2 minutes to joining" and it be two minutes than a call that is "5 minutes" but is actually only two. As you can imagine, if they are trying to decide how to separate the traffic this information is very important to them.

Logging of ATC Flights.

Duty pilots: Please remember that we are required by GNZ to log ALL glider movements. This includes ANY flights in the 109. At the beginning of a day when there is ATC flying, please liaise with the ATC officer to ensure all cadets give you their name before the launch, and ensure the flight is recorded like any other flight.

MBZ.

A reminder that we are in an MBZ that requires position reports at the intervals indicated on the chart. Whilst the MBZ extends only to 2500 feet, it is useful to everyone if you continue that practice when in the GA areas above 2500 within the vertical boundaries of the control zone.

Weekend Reports

12th August Saturday – Duty Instructor Ray Reports

Not the greatest of days. I arrived about 9ish and toodled down to the ATC hangar to gas-bag with the ATC for a bit while I waited for some of our troops to arrive.

About 0930 Kazik and Rex arrived. We extracted RDW, NF and MP, and I DI'd NF ready for some keen aviators. Tony, Neville, and Roy arrived and Peter got his first of 9 ATC sorties away just after ten. By 11 we still hadn't seen any keen aviators so Rex and I did some flying in RDW. Still no aviators on our return.... Did one flight in the 109 to listen to some odd noise Peter had heard. Finally, an aviator! Gaelle and I launched just after 1300 and lots of fun for just under an hour. When we returned.... No more aviators.....

We packed up and completed flying just after 1400.



13th August Sunday – Steve Wallace Reports

The forecast was for no wind, low cloud and overdevelopment with a few possible showers later in the day. When we listened to the Akl ATIS in the morning and it said temp 11 degrees and dew point 11 degrees that just confirmed what we could see. First launch with Toni Bloomfield as the student was in the middle of a drizzly shower so the wet wings combined with no wind meant a pretty poor take-off performance which we expected but was still far from ideal. We then by 700' started climbing higher than some of the local cloud and eventually released at around 900'. A quick back track and join for a lower than normal circuit. Not a great start to the day. Rob Bloomfield was next up and this time with dry wings the take-off performance was much better and we reached cloud base at 1,100' for a standard circuit. Last flight of the day was Ben Gambro for a 1,000' circuit to remind himself what flying the twin was like. So flight times of 6 minutes, 8 minutes and 6 minutes was what was achieved for the day. At least we got airborne. Sorry no time to take photos!

A new Aviation Book from Fletcher McKenzie

Now here is a cool new book from Fletcher McKenzie who is a Tow pilot & keen recreational pilot. Fletcher has interviewed 23 Kiwi pilots (including 3 glider pilots) who have flown around the world and are record-breakers of different kinds.

Put yourself in the pilot seat and experience the intense thrills, the pleasures and the near misses of lifetimes spent in the air!

The pilots represent a range of flying eras, aircraft and experiences - from the Second World War to the present day, from one of the original Dambusters to flying Richard Branson's private jet. Stories involve gliders, fighter jets, private aircraft, top-dressing planes, helicopters and many military aircraft, including the famous F-18 from Top Gun.

Available from Whitcoulls, Paper Plus and most independent bookstores.

I think Father's Day is coming up on the 3^d September. Perhaps a nice gift. Just saying.....



Self-start at night with night vision goggles and overnight in the wave:

The story behind a 3000 km flight



"It takes a bit of practice to take off from a very dark track with NVG (and a self-starting one-off jet-powered Arcus, ed.), because you don't have the wide field of view that we have during the day. Our peripheral vision is limited, so keeping the wings level requires an extra bit of concentration and gefühl. However, it is quite an experience, and reminds me of the old days as a pilot in the US Navy, where I took off and landed on aircraft carriers in the dark," says Gordon Boettger about flying with night vision binoculars (NVG).

[Self-start at night with night vision binoculars and overnight stay in the wave: The story behind a 3000 km flight - Nordic Gliding](#)

We could do this along the West Coast I reckon in the right conditions.

Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
Aug	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	T O'ROURKE	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