

# WARM AIR 12 May 18

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Lionel Page	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Toni Thompson	
<b>Sunday</b>	Instructing: Peter Thorpe	
	Towing: Ruan Heynike	
	Duty Pilot: Kishan Bhashyam	

### MEMBERS NEWS

**SATURDAY** *Steve Wallace came, flew and wrote about it.....*

Saturday was a very pleasant, mild autumn's day, with a very light northerly that went a little bit north west later in the day forcing us to change ends after the first few flights. Clearance over the trees at the far end is not great when flying from 26 in light winds so it is wise to make sure the gliders (especially the twin) are pushed right back for the take-offs. We had 13 flights for the day. First up was myself and then Ian O'Keefe both flying with CFI Ray Burns to demonstrate we still have enough of an idea of what we are doing to earn ourselves BFR's for the next two years. Brendan Moore, Kazik Jasica, Clare Dickson, Rahul Bagchi and Simon Hay all took instructional flights in which everybody learned something useful, instructor included.



VF was taken for an outing by Tony Prentice, Rahul and Roy Whitby took MP for an airing while Izzy Burr took a friend up for a flight in MW. And that was that for the day. Mostly short flights due to weather but there was a good period for an hour or so which Tony P made full use of. Quite a pleasant day all round.

*And from his towie, Peter Thorpe..... Lots of early activity on Saturday morning since both Steve Wallace and Ian O'Keefe needed BFRs. I was towing so CFI Ray Burns was on hand to ensure our instructing standards were being maintained to a high level.*

The ATIS wind was 050/05 on the ground but we agreed we could feel a NE drift so we set up on 08 and first launch was Ray and Steve at 1120. The tower was on watch for the departure of an interesting looking B757 painted mostly white with USAF markings but then he stayed for most of the day - not a problem as he was most accommodating of all the various BFR evolutions. A short flight for a simulated rope break and Steve was all legal again. The same process followed for Ian by which time the breeze definitely favoured 26 so when Ian landed on 26 after his launch failure we stayed there and waited for the caravan to catch up. Ray and Ian departed and Steve settled down to do some work starting with Brendan Moore and Kazik. Rahul Bagchi, Roy Whitby and Tony Prentice exercised the singles then Steve took Clare Dickson and Rahul for some tuition. Izzy Burr was duty pilot but was able to take a passenger up before Steve and Simon Hay took a 1000 ft tow to finish the day. All flying finished by about 4-30 with 13 launches for the day.

*SUNDAY Ray Burns and his erstwhile towie Craig Rook didn't go and barely wrote about it.....*

No flying Sunday

*Craig's version* The rain came earlier than expected on Sunday morning, but it also cleared sooner than forecast and was rather ok by about 11:30 but nobody was keen to fly. So I carried on staining the house.

### **FLAMMABLE GOODS LOCKER**

On a different topic, last week the RNZAF H&S people checked our fuel storage locker for compliance. All good but they require all our odd tins of paint, spray cans of lubricant, petrol additive, meths, grease etc to also be stored in the locker so if you think the hangar bench is looking remarkably tidy and the stuff you need is missing - go look in the locker.

### **FLETCH'S NEW BOOK - 81 LESSONS FROM THE SKY**

81 Lessons from the Sky. Now available for Pre-order on Amazon (kindle) (\$5.74). It goes live on my birthday, 22 June.

I do have a gliding story, all General Aviation.

"Everything we know in aviation, every rule in the rule book, every procedure we have, we know because someone somewhere died... We have purchased at great cost, lessons literally bought with blood that we have to preserve as institutional knowledge and pass on to succeeding generations. We cannot have the moral failure of forgetting these lessons and then having to relearn them." Chesley Sullenberger

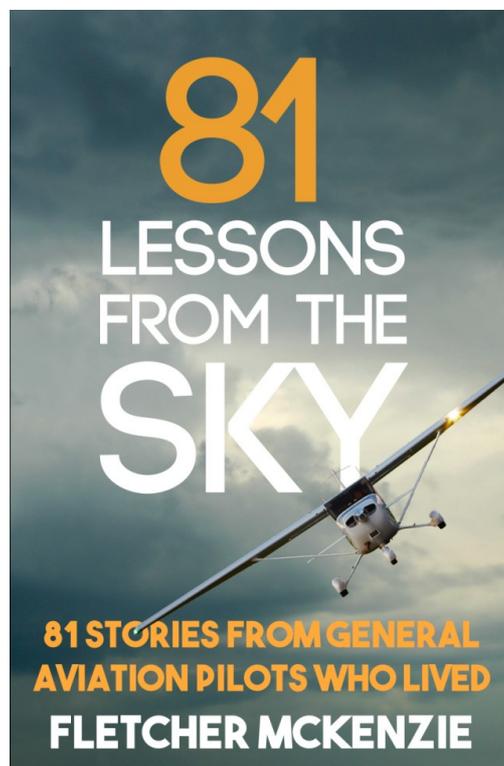
Learn from the experiences of others so that we ourselves may live longer.

**I WAS FOLLOWING THE ENERGY LINE..... Garret Willat**

You have read about them, pilots talk about following them. But what are they talking about and how do I find them?

Basically we are just looking for organized lift that is linked together to form a line. Sometimes it is straight but many of the times it snakes through the sky. Normally this energy line is formed by the wind or terrain.

Terrain is the easiest to visualize. Let's say the thermals are leaving the ground from the hill top. Then you



take into account the wind drift and you find the thermal. As you cruise along you would follow the ridgeline and try and connect those thermals. Even if the ridge line is not following directly along your intended path. You might follow it even if it is at a 30 degree deviation.

I had a new student last week who I am converting from the power world. We found a thermal at the base of the mountain which has a 6 mile ridge-line to the tallest part. He easily followed up the spine of the mountain in-lift most of the way. Once I told him to turn around he did and headed straight home with a 20 degree deviation from the ridge-line and we fell out of the sky at a performance that resembled an anvil.

Most people have seen a cloud-street. They are easy to visualize where the lift is, and more importantly how we can connect the lift and fly a long distance without turning. This took me years to understand but the same thing happens on blue days.

To help with this visualization the next time you see a cloud-street, figure out why it is orientated in that direction? Is it because of the terrain or wind? What is the wind doing at different altitudes, including above the thermal height. So the next time you are cruising under a cloud-street think about the factors (wind) that are forming it and why it is forming, not just following the puffy clouds. Because on a blue day with the other factors the same you will have the same streeting.

I have mentioned before when I leave a thermal I will sometimes head upwind first on the roll-out, if it is streeting this may lead me down a blue energy line (typically they align with the wind).

## Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Comment
May	5	I BURR	S WALLACE	P THORPE	-
	6	S HAY	R BURNS	C ROOK	-
	12	T THOMPSON	L PAGE	G LAKE	
	13	K BHASHYAM	P THORPE	R HEYNIKE	
	19	R STRUYCK	I WOODFIELD	R HEYNIKE	
	20	K JASICA	S WALLACE	D BELCHER	
	26	S FOREMAN	R BURNS	P THORPE	
	27	G LEYLAND	L PAGE	C ROOK	
Queens Birthday	2	J DICKSON	I WOODFIELD	G LAKE	
	3	B MOORE	S WALLACE	D BELCHER	
	4	I O'KEEFE	L PAGE	P THORPE	
June	9	M MORAN	R CARSWELL	R HEYNIKE	
	10	T O'ROURKE	I WOODFIELD	F MCKENZIE	
	16	R BAGCHI	R BURNS	R CARSWELL	
	17	J POTE	P THORPE	C ROOK	
	23	T PRENTICE	S WALLACE	G LAKE	
	24	R WHITBY	L PAGE	D BELCHER	
	30	C DICKSON	R CARSWELL	R HEYNIKE	
Jul	1	I BURR	R BURNS	C ROOK	