

# WARM AIR 19 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>
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Ruan Heynike	
	Duty Pilot: Rudolf Struyck	
Sunday	Instructing: Steve Wallace	
	Towing: Derry Belcher	
	Duty Pilot: Kazic Jasica	

## MEMBERS NEWS

### **SATURDAY** *Instructor Lionel Page laments*

Rain, rain and more rain for Saturday. So removed the wheels of my trailer to use on my new trailer (when it is finally ready - which may be some time yet). Then Tony arrived and we put his aircraft in the hangar - ready for its avionics check on Monday. Obviously the low cloud and rain meant no flying.

Towie Graham Lake did a photo essay.....Browns Bay is out there somewhere not far away.....there seemed no need to leave the comfort of the house.....so I did not.



**SUNDAY** Instructor Peter Thorpe writes:

The early forecasts for Sunday were all bad but by Saturday evening they were talking about a reasonably fine Sunday until late afternoon so while my family suggested I was mentally deficient for even thinking about flying I duly arrived at the gate at 0930. The weather was fine but with fairly low broken cloud. I was shortly joined by Roy Whitby so we decided to open the hangar and have a coffee. We sat and reminisced for a while and then we were joined by Tony Prentice. More remembering the good old days and noting that apart from Neville Swan we were the three oldest members of the club. Ruan rang in to see if his towing services were required but I told him to stay home unless called. By 1110 hrs nobody else had turned up, the clouds had rolled in and we had total cover at less than 1000 ft so we decided to pack up and go home. That got me home in time to share in the family brunch for Mother's Day along with a few 'I told you so' comments. Of course by 1300 hrs the clouds had cleared, blue sky was showing and some Cu were developing and the rest of the afternoon would have been good for gliding.

Towie Ruan Heynike added ~~many, some~~, OK, two details Unfortunately no towing for me, checked the TAF early morning which didn't look promising and a quick phone call to Peter confirmed that not much was happening.

### 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.

**VINTAGE KIWI** Roger Brown writes

Hi Everyone . I am pleased to announce that the Vintage Kiwi new web site is now up and running with all the latest postings.

After our web master's [Greg Douglas] sudden passing last year, V.K were left without a knowledgeable team to resurrect the good work that Greg had done in setting up this brand new website. As with all sudden events there were some very technical operational gaps that had to be resurrected before the web site could be made operational again. Up stepped Derry Belcher who was able to pull a small resource team around him who worked very hard to make the V.K website operational again. Other V.K members also got involved such as Karen Stimpson, Rae Kerr and Ray Burns. However I also know there were several others with in the Auckland Gliding Club who V.K were also able to draw on for their technical advice as well. Great co operation from one and all who solved what could have easily become a redundant and unusable site.

The end result is that we now have a modern interactive Web site that is once again operational. It also now takes video content as well.

If you would like to have something posted please contact the new V.K Web master Derry Belcher to discuss. [dbelcher07@gmail.com](mailto:dbelcher07@gmail.com)



I encourage you all to view the website at <http://vintagekiwi.glidering.co.nz> It really does look good.

## SAVING TIME ON THE GRID Garret Willat

This is the first part in a series of How to Lose Points. Bright Ideas that slowed me down, lost me points, or got me stuck.

Saving time by writing over my previous days task. Sitting on the grid inputting the flight computer I would just click on the previous days task. Click on turnpoint Number 1 change it to the current turnpoint, and continue with the task edit that way. This saved me a few minutes before each flight. Click change, click change....

Sometimes I would even type in the task while in the air. Now everyone outside of the US will think this is nuts, but in the US we can change the task in the air. Ideally the Contest Director will hand out a Task A, B, C... This is ideal because most of the flight computers will allow you to change different pre-loaded tasks easily while in the air. We can even make up a new task entirely, so bring a pen in the glider with you. The biggest advantage to this is it allows a flyable task on a day that we might not have been able to get a completed task if we stayed on the first one.

That is one reason GlideNav, ClearNav and the SN10 are so easy to write and edit tasks. You wanted to be able to easily do it in the air.

Day 4 at the 2006 US Open Class Nationals in Hobbs NM, was a day I learned something. I had won 2 of the 3 days and was 2nd on the first day. Liz Schwenkler and I were having a good battle with Nimbus 3's against all of the Nimbus 4's. After landing on Day 4, SeeYou Mobile claimed I would have another day win. However the Scorer said otherwise.

The issue was, we had a turn area and I just wrote over a previous turn area task. When I was quickly clicking turnpoints to change the numbers. I missed the turn area was different then the task before. Because this day was a smaller turn area I missed the turn area completely and had a scored land-out as I was a few miles short of the area.

I had done a similar thing 4 years earlier where I thought I flew over 100mph only to have a scored speed of 77mph. That day we changed Start points and I missed that and started through the gate I did the day before. Luckily I had flown through the correct gate at some point before I started and after the gate opening time.

Now I make sure to input the task while not being rushed well ahead of time. I clear the previous days task and re-input everything in, start height, turnpoints, finish, etc. If possible I put in Task A, B, C...

I have my crew read from the task sheet while I visually check the computer, then I read the computer as my crew visually reads the task sheet. This redundancy hopefully will keep me from making this mistake again. Crewless pilots can do this with someone next to them on the grid and offer the same help.

---

---

# Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Comment
May	5	I BARR	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	No Flying at WP
	3	B MOORE	S WALLACE	D BELCHER	No Flying at WP
	4	I O'KEEFE	L PAGE	P THORPE	No Flying at WP
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 BARR	R BURNS	C ROOK	