

WARM AIR 14 Jul 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Rex Carswell	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Kishan Bhashyam	
Sunday	Instructing: Steve Wallace	
	Towing: Craig Rook	
	Duty Pilot: Rudolf Struyck	

MEMBERS NEWS

SATURDAY *his CFIness, Ray Burns was the duty dog.....*

I spent the week looking at the forecast and being optimistic. The day dawned with a lot of cloud, however it was not too low and at least it wasn't raining.

Roger Read turned up nice and early and he did some flying with Peter which allowed him to put the Good Housekeeping seal of approval on Peter's Aerobatic rating. (Not his acrobatic rating - I believe a little more pilates will be required for that.) More on this below.

Roy and Derry did some sterling work with GVF which involved turning to all four points of the compass rose, burning incense and making suitable incantations to some god or other and, as if my magic, a release to service suddenly appeared. (Thank you both).

Ivor flew GMP to get some currency and I had the joy of squeezing a few trial flights before the rain arrived. We were finished by 1500.

Thanks to Fletch for the tows.

SUNDAY *After the nice day Saturday normal service was resumed on Sunday.....clouds and rain. Instructor Woodfield did not bother to sent a fulsome and detailed report:*

No Flying Sunday.

A DAY WITH AIR NEW ZEALAND *Matt Moran got a chance to spend a day with ANZ (a prize he won at youth glide?)*

Last Sunday I had the opportunity to fly on the flight decks of A320s heading to Queenstown and Wellington. It was a fantastic day and I learnt a lot.

The day kicked off with an early wake up at 5am to be at the airport at 6am and I was told to go to the service desk to get a boarding pass with the seat 30A, signifying flight deck approval. This turned out to be more of a challenge than expected as Air NZ was having difficulty printing baggage tags from their self-check-in booths, so everyone was in line for assistance.



My first flight was direct to Queenstown, with Captain Darryn Morgan and First Officer Jake. I was quite surprised by how modern looking the cockpit was, with high-resolution displays and a fold-down heads-up display that pilots use in fog. It was cloudy most of the way down, but it luckily thinned as we neared

Queenstown and it was really cool being able to see the Omarama hangars. One little thing I found interesting was hearing the pilots talk about the lower airspace limit being 13500ft, the opposite perspective to what I'm used to. Only captains are



allowed to fly into Queenstown because of how tricky it is flying between the mountains and until recently only visual flights could land because the flight computers couldn't plot curved flight paths.

At Queenstown, I was shouted a delicious hot chocolate (thanks Darryn!) and got to walk around on the tarmac for the visual inspection. Darryn was kind enough to take a photo of me next to the engine, and we

asked the flight staff to take a picture of the three of us as Roger requested (you can see the coffees/hot chocolates in Jake's hand in the bottom left). Darryn and Jake went home after returning to Auckland and I waited to meet Alistair, who had agreed to take me to Wellington.



Alistair showed me the crew planning room, which was a place for the crew to both plan their next flight and take a

break or eat a meal between flights. Flight planning consisted of looking through the NOTAMs and at the weather for nearby airports and making sure we had enough fuel to get to one of those airports if



the weather in Wellington packed in. I was surprised to see that if we couldn't land in Wellington then we would fly all the way back to Auckland instead of going to somewhere closer, like Palmerston North. Apparently, it's due to the Aviation Security requirement for screening of passengers on large aircraft which isn't available at smaller airports.



I didn't take many photos on the flight because we

always seemed to be flying through cloud. I quite like this creative/artistic photo I accidentally took when the camera decided to focus on the raindrops as we were about to take off.

I had an amazing time and I'd like to extend a huge thanks to Roger Read & Captain David Morgan (Air NZ's Chief Pilot) for organising my day, as well as the captains and first officers I flew with.

Matt Moran :)

CFI CORNER

For those of you not in the know, there has been some changes to the way aerobatic ratings are issued and maintained. I won't go into these here. Peter Thorpe has managed to get a suitable rating that will allow him to teach and issue aerobatic ratings.

This is particularly exciting and adds another dimension to the flying we can do from NZWP.

Learning aerobatics is not just about learning how to perform loops and stall turns. Those who practice aerobatics become better, safer pilots and the skills you learn might save your life one day.

The first thing we must do is to organise a ground course. This is likely to be a half day session in which Peter will teach us the aerodynamics and will probably lead us through the rules and processes to obtaining an aerobatic rating. Note that you must have QGP to get the rating, however there is nothing to stop you from attending the course and doing some learning with an instructor.

To kick this off, I would like some indication of numbers. Can you please email me (at either ray@rayburns.nz or cfi@ascgliding.org) indicating your interest. Once I know who is interested I will organise a date and venue with Peter.

HUMAN FACTORS AND THE LAST OF THE DIRTY DOZEN - Garret Willat

Lack of Communication

In the airshow world this concern was mostly from the pilot not communicating with others or the show not communicating with the performers. If there is a problem with the equipment or person (remember the acronym IMSAFE), it has to be clearly communicated what is going on. This happened at a flying job, where a normally whiny pilot, was doing his normal complaining, when this time it was a serious health concern. The problem was he didn't communicate it any differently than his normal disgruntled mood.

'The show must go on' is not the mentality to be used in aviation.

Lack of Teamwork

A great example is the upcoming WGC. The last of the US team arrived on July 1st in Poland. This group of pilots is pretty good about being a team, and using their team appropriately. However teams in the past have not worked out as well and there are examples of pilots not getting along with their captains, crew, or teammates. It becomes very difficult to work as a team when one pilot is not sharing information. It leads to distrust and a complete breakdown of the team. With a team there can be delegation of tasks reducing the stress and workload for everyone.

Stress

Flying isn't stressful, it is just a relaxing, enjoyable, low work load, cruising through the sky under the clouds experience... Who am I kidding? Flying can be very stressful. Stress can come from a short flight, worrying about the crosswind. I see with students that it takes a while to calm back down after a takeoff, especially if

it was one that was less than ideal. Their shoulders are raised to their ears, death grip on the stick, and pouring sweat down the side of their face. Stress can come from outside of flying also. It is what you bring with you in the cockpit.

Norms

Just because that is what is always done does not make it safe. Flying outside of the design envelope is one thing that comes to mind. A very unfortunate example of this is final glides and finishes. It was common at a WGC to be in ground effect a few miles short of the airport. However when tree lines, roads, hedges, houses and pedestrians were in the path it became fatal. It was normal for groups of photographers to line up on the path the sailplanes would be coming along.

Complacency

The rope won't break. When was the last time it broke on you? Tom Knauff would say you have a 50/50 chance of it breaking, which statically might not be accurate. However a few weeks ago a student and instructor had a break below 200 feet and they landed straight ahead in the next field. About 45min later they were walking the wing back to the launch point. I tell my students to be surprised when the rope does not break.

Giving your checklists 'lip service' vs actually doing them is another form of complacency. We have all watched this happen. Examples include someone landing downwind and not realizing it, landing gear up, landing in the wrong flap setting, the canopy opening inflight, etc.

Lack of Knowledge

This does not just apply to a low time pilot. A lack of knowledge can apply to all phases of flight and all experience levels. It could be a miscalculation of winds aloft resulting in a landout. It could be a high time pilot reading the weather wrong and causing an accident. It could be like last weekend when a pilot returned because his vario was in a settings mode and could not get the vario to work properly. It could be someone at a contest who did not understand the rules and loses points as a result. Not knowing the scoring formula on a turn area task once resulted in me landing out vs being undertime.

Distractions

Where do we begin? We are surrounded by distractions. Distractions at home might not let you concentrate on flying. Distractions in the cockpit can vary from 2-seater flying, instruments, catheter failures, etc. Another issue is traffic in the air around you and on the ground. I have had students lawn-dart their landing because they were distracted by another aircraft on the runway. I had a gear-up skip once because the gear was not locked. I am going to blame it on my preoccupation with the nearby thunderstorm.

TAILPIECE

Complacency can easily set in. Warm Air rolls out each week, almost always on a Wednesday evening. They can get a little light especially during the lengthy spell of weekend focused bad weather that passes for summer/autumn/winter. One wonders if anyone actually reads the offerings or does it end on the delete pile. Time for a test....send out an older version, but one that has interesting stuff and see if anyone notices. What a good idea..... except for the unforeseen consequences.

The old dragon, Mrs Warm Air herself, ever helpful and on a day off decided to correct my alleged mistake and helpfully send out the right week. She did not miss the opportunity to slanderously cast aspersions on Warm Air's marbles, suggesting one might be in one's cups and alleging meanness towards the household womenfolk. Not so. An out of court settlement is being negotiated but the hints of baking and breakfast in bed have so far been rebuffed....some tosh about not being able to get into the Libelle.

Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
July	7	S HAY	R BURNS	F MCKENZIE	
	8	T THOMPSON	I WOODFIELD	P THORPE	
	14	K BHASHYAM	R CARSWELL	D BELCHER	
	15	R STRUYCK	S WALLACE	C ROOK	
	21	K JASICA	L PAGE	R CARSWELL	
	22	S FOREMAN	P THORPE	G LAKE	
	28	G LEYLAND	I WOODFIELD	F MCKENZIE	
	29	J DICKSON	R BURNS	P THORPE	
Aug	4	B MOORE	R CARSWELL	D BELCHER	
	5	I O'KEEFE	S WALLACE	C ROOK	
	11	M MORAN	L PAGE	R CARSWELL	
	12	T O'ROURKE	P THORPE	G LAKE	
	18	R BAGCHI	I WOODFIELD	D BELCHER	
	19	J POTE	S WALLACE	C ROOK	
	25	T PRENTICE	R BURNS	F MCKENZIE	
	26	R WHITBY	L PAGE	P THORPE	
Sep	1	C DICKSON	P THORPE	G LAKE	
	2	I BURR	I WOODFIELD	D BELCHER	
	8	S HAY	S WALLACE	C ROOK	
	9	T THOMPSON	R BURNS	F MCKENZIE	
	15	K BHASHYAM	L PAGE	G LAKE	
	16	R STRUYCK	R BURNS	D BELCHER	
	22	K JASICA	S WALLACE	C ROOK	
	23	S FOREMAN	R BURNS	F MCKENZIE	
	29	G LEYLAND	L PAGE	G LAKE	
	30	J DICKSON	P THORPE	D BELCHER	