

# WARM AIR 21 Jul 18

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday

Instructing: Lionel Page

Bank Acct 38-9014-0625483-000

Towing: Rex Carswell

Duty Pilot: Kazic Jasica

Sunday

Instructing: Peter Thorpe

Towing: Graham Lake

Duty Pilot Steve Foreman

### MEMBERS NEWS

#### SATURDAY *Towie Derry Belcher writes*

Not a particularly pleasant sort of day to report on, but given the time of year, any flying is better than none, or so I thought... Romping up to the airfield I was greeted by Roy Whitby, keys in hand, unlocking the gates. Once the Hangar was opened, Roy fitted the overhauled starter to the yellow tractor as Tony Prentice, Jeff

Leyland, Neville Swan, and CFI Ray Burns extracted the tug and MW.



Jeff wanted to fly so duty instructor, Rex Carswell was summoned from what he thought was a day off to come out. He was assured it was only raining at his place! With no Airforce activity planned we set up at the 08 end. Did I mention it was blowing a little from the NE? Well, you think 30 odd knots at 2000 ft is going to curb our enthusiasm to fly in winter?

We did two flights. The runway was soft enough to extend takeoff runs but once airborne and through the worst of the turbulence our climb gradient was quite steep. The first flight was to 1500 ft, and the second to 1000 ft as a large band of rain approached. Not sure about Jeff and Rex in the heavy Grob, but RDW was getting pounded around a bit with the turbulence and we didn't stick around after landing the second time to see if the weather would clear and no one else had shown up to fly.

Planes were put safely away and dried off then we all headed home to drier and warmer surroundings.

*Instructor Rex Carswell's version of events.....As I looked out the window at 7:30 in the morning, it wasn't raining, but looking like it might. The rain radar was showing showers peppered all over the region - it wasn't looking very promising. Come 9 o'clock, I hadn't received any enquiries, but I gave Roy Whitby a call. As it*

happened, he was on his way out to the airfield - he explained he had a chore to do so was proceeding anyway, and he would give me a call should anyone arrive and want to fly.



Soon after 10am, that call arrived. Upon my arrival at the field, towie Derry Belcher was preparing the tug, and Geoff Leyland was carrying out MW's daily inspection. There was a bit of a buzz in the air with an expectation the rain might hold off long enough to get a flight or two in. Despite the additional presence of Ray Burns (briefly), Tony

Prentice, and Neville Swan, the only one keen to fly was Geoff. Okay, that's good enough.

With approval received from Base Operations we set up on grass 08. Geoff and I had a good chat about the conditions and what we could achieve. Surface wind was 050 degrees and 18 knots - gusting 23 knots. The reported 2000ft wind was 33 knots. Yep, a good nor'easter with turbulence and wind gradient - guaranteed.

Take-off proceeded with an initial aim of getting to 2000ft.

However, upon confronting a lowering cloud base and a reduced manoeuvring area, we released at 1500ft. Geoff kept us nicely in contact for a well considered circuit, approach and crosswind landing. With a bit of encouragement given, we lined up and took a second launch - this time only to circuit height as rain was approaching. Again, another good circuit and landing ensued, thus achieving sign-off in cross-wind, high wind, and gradient/turbulence, in his B Cert syllabus. Well done Geoff.



That was the flying done - two launches totalling 15 minutes air time. We all squeezed into the caravan as the rain got heavier, then waited for a break to get the gear down the other end, and put away. Those of us without raincoats got the easier tasks. Thanks to all present who made a yucky weather day work - resulting with some success. Thanks also to Rahul Bagchi. Although arriving too late to fly, stayed on to assist getting aircraft away and dried. We departed the airfield by 2pm.

**SUNDAY** After the nice day Saturday normal service was resumed on Sunday.....clouds and rain.....lots of rain.

No Flying Sunday.

**PRESIDENT'S ANNUAL REPORT FOR THE MATAMATA SOARING CENTRE AGM** ..... David Moody

Ladies and Gentlemen Kindly allow me to present my annual report for the year to March 2018. Flying activities and courses This season we experimented with holding our annual cross-country course during the Christmas Camp. While the concept of increasing utilisation of aircraft and personnel and growing numbers in

attendance over the Christmas period was a success, a corollary of this was there were some challenges negotiating the use of club aircraft for course activities during a time when club members naturally expected "their" aircraft to be available. We were very fortunate to have exceptional cooperation from the instructors on site such that this issue never became a problem. In part this was a consequence of the average weather during the camp, such that very limited cross-country flying took place. We were fortunate to set out Toi Toi and conduct some useful simulated paddock landing training. However, we did include a day's activities in conjunction with the Tauranga Club virtual reality simulator; thanks to Adrian Cable's enthusiasm and support, our trainees were all able to experience some ridge flying and a simulated paddock landing during their time in Tauranga.

While this experimental timing of the cross-country course may be considered a success, it does introduce several different challenges compared to our more customary November timing. These include the conflict with club use of 2 seaters during a busy time, and the challenge of obtaining lecturers from amongst more experienced pilots who are also engaging in personal flying during the peak season. My personal view is that the experiment was a success, and I recommend we continue the trial in the coming season.

With respect to contest flying, our regional contest in November was again a well-supported event. In addition, the MSC promoted the club class national competition, hosted by the Auckland gliding club at the same time as their Audi enterprise competition. This combination of events worked well, despite some initial misgivings about the complexity of scoring a national championship alongside the unconventional enterprise format. Our thanks go to Ross Gaddes and the team from Auckland, superbly led by Robbie Lyons as contest director.

The highlight of our contest calendar this season was the multiclass nationals starting in late January. Congratulations to Pat Driessen, who won the open class by a narrow margin from Keith Essex. For this event, the MSc invited Matthew Scutter from Australia to participate; our intent was to bring a competitive



international pilot to the max, and to ask for some contribution in the way of coaching and presentations to assist with developing local pilots. Matthew certainly showed himself competitive, despite the challenging conditions, and his 3 presentations are stimulated a fair bit of thought, very well received. Matthew was also a great guy to have around, and happy to share his knowledge after the day's flying was over (pretty intense before the flight however). We acknowledge the support of the Umbrella trust, and some GNZ funds from the coaching program, towards bringing Matthew to our event. It would be good to have some feedback on how others regarded this initiative.

Facilities and services this last year we have observed the need for some maintenance work to our club house and bunk rooms. Given the importance of these assets to the soaring community, and their contribution to the income of the soaring centre, we are naturally committed to carrying out maintenance as required. We remain indebted to Ralph Gore for his coordination of this work, including sourcing appropriate contractors,

obtaining quotations, and supervising the work to ensure completion to a high standard. Ralph's time and energy make a massive difference to our ability to look after our facilities and once again it is my pleasure to thank Ralph for his input. This last season has also seen a continuation of full catering during competitions and the cross-country course. I would like to acknowledge Marion and her team for the work put into this, noting that this is a support not only to our pilots, but significantly to volunteers as well. This season part of the

catering profits has been expended on the new freezer and the number of detail improvements around the kitchen. We've also enquired about some kind of extraction system to deal with the heat of cooking during the height of summer; we are advised that an air conditioning system would be an adequate, and we should consider a dedicated extraction system to remove heat from the cooking area. (work in progress). We have also received quotes for the installation of heat pumps in the club rooms, with the intent of assisting during summer, but perhaps more importantly making the club rooms more comfortable in winter time.

Volunteers It is important to me that I express, on behalf of the Matamata Soaring Centre, our acknowledgement that our centre is entirely dependent on voluntary support, and our appreciation to those people who offer their services in support of our activities. We couldn't do without you, and it is a pleasure to work alongside you to create something which means a lot to our community. Thank you! General in the coming season, the club class national competition will be held in Taupo, and the multiclass nationals in Omarama.

Years ago, when the nationals were held in the South Island, it was traditional that MSC stage a contest event later in the season; this was intended to provide a chance for pilots who did not travel to the South Island to enjoy a 2nd major contest during the season. Traditionally then we would expect to host an MSC contest later this summer. At this time, we haven't formalised an idea--possibly we could hold an open class event in conjunction with the club class nationals at Taupo, we could award trophy in conjunction with the Auckland clubs enterprise competition, or perhaps we could organise a Grand Prix style event at Matamata.

Regarding the Grand Prix, Mark Tingey from Tauranga made some interesting remarks at Gliding New Zealand's AGM in Wellington, pointing out the benefits of introducing new styles of flying that might attract a different or wider group of pilots. Mark has flown a couple of Grands Prix- and would be supportive of our efforts to generate a "new" event this summer. The national operations team is also committing to a series of instructor clinics nationwide this spring, and for the northern region this event will be held at Matamata. Our vision is different from an "instructor course", rather an event to support existing instructors in their pursuit of excellence. The precise format has not yet been determined and may be useful for us to consider suitable dates to coordinate with our member clubs use of MSC facilities.

## CONSIDERATIONS FOR A RESTART *Garret Willat*

My first consideration if I want to take a restart. How long will it take? Restarting can cost you more time than you are expecting. Not only do you need to get back to the line, but you need to get high enough to start again. Which means finding a thermal that is in close proximity to your start. So just getting 5 miles back to the line won't help because you need to find a thermal near the line climb and then go. So best case it could take you 10min, but if the sky is cycling or a thermal is not near the start it could easily be 30min.

Anytime I am thinking I want to take a restart I budget 20min and determine if it is worth starting in another 20min from now. If the sky is getting better and better then maybe a later start is a really good idea.

However you have to think about what were the factors in determining your start in the first place? Looking at the weather you are thinking about the peak of the day and the end of the day. You definitely do not want to be out on task when the day ends. So the weather could be increasing, and you want to restart, however you do not want to get trapped at the end of the day because you are out on task 45min longer than you were originally planning.

I have done a restart nearly 45min later because the fear of cirrus moving in got me going when the gate opened, however it was clear it was not going to be a factor and the day would be much better than forecasted.

It is generally a bad idea to try taking restarts when you are worried about the day ending or storms. You always must think about what that new start time is going to do to your finish time. At your first contest, don't play the game just get on course and try and make it around. Definitely do not try and take a restart after the start gate has closed. If you are getting too much later then the rest of the gaggle or the fast pilots. Remember a restart is going to take time to get back. You have to think about your finish time.

A good time to restart is when you miss the first thermal and get stuck, especially on an into the wind leg when it is easy to get a restart because you have been drifting back towards the start. If everyone else is groveling along with you then you might collectively all decide to just keep going. But when nearly everyone else you see floats on above you then it might be worth trying to get that restart. The first leg might be into bad air but the start is still in good air, then it could be worth the restart. However if the start is also in bad air, or it looks like the lift is going to continue being soft it might be worth it to just keep moving on.

I have many times rolled out of my pre-start thermal, crossed the line and expected company going with me. However they did not start. This is generally a few mile detour and head back to the gaggle. This also goes for when I head to the wrong cloud first. I will get my mind set on where I want to head out of the start and after starting I realize that was not the best line.

Mentally it is good to feel strong about your start and your course. It is not a good start to a race when you feel you already screwed up.

I did do a restart because I did a relight. I was able to make it back to the airport and it would be faster to get a tow to 2000ft then it would to climb there.

Do not get caught up in what everyone else is doing. Pick your start time and anything plus or minus 15min is not a big deal. But remember what the soaring will be like at the end of the day. I have seen more people score poorly getting too late of a start then I have people increasing their score.

**TAILPIECE** Just needs cream cheese icing.....heehee



## Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
July	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	P THORPE	
	26	R WHITBY	L PAGE	F MCKENZIE	
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	