

WARM AIR 7 Jul 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Fletcher McKenzie	
	Duty Pilot: Simon Hay	
Sunday	Instructing: Ivor Woodfield	
	Towing: Peter Thorpe	
	Duty Pilot: Toni Thompson	

MEMBERS NEWS

SATURDAY *Instructor Rex Carswell explains*

Well, wouldn't you know it - an almost unbelievable sunny clear calm day was with us. Sure, there was some fog lingering around the harbours, but upon arrival Whenuapai was clear. The core of the club was soon represented with the arrival of Brendan Moore, towie Ruan Heynike, Tony Prentice, Roy Whitby, Neville Swan, Rahul Bagchi and Joseph Dickson. CFI Ray Burns called in a bit later in the day, as did Club Captain Ian O'Keefe.



I took the privilege of taking the first launch for a solo flight in GMW to regain a bit of currency. There was barely a ripple of any kind in the air - it couldn't have been smoother. Of course, upon release at 1500ft, it was to be a gentle descent back to earth for a flight duration of 13 minutes. The 'bench mark' was set. The first dual check flight was with Rahul, who like many of us, hadn't flown for awhile. Again, just a 1500ft release with a lovely vista of the city and gulf, and the fog covered Kaipara Harbour to the north. Nicely flown at minimum sink speed till entering the circuit, then all pretty much spot on for the approach and landing too. Rahul was cleared to take a solo launch a bit later. The smooth air and 'no lift' conditions were ideal to continue the topic of establishing and maintaining minimum sink to achieve maximum flight duration. Following a short briefing with Brendan, we launched to 2000ft then experimented with various air speeds versus corresponding descent rates to reinforce the briefing. Coupled with that, the practice of maintaining perfect balance and gentle transitions in and out of turns. It was a satisfying flight achieving a sign off of "Min sink/ max L/D" in the B Cert syllabus.

The only other dual check was with Joseph, who carried out an accurate circuit flight only - but all good with this short flight.



Solo flights were by Rahul in GMW, Tony in his PW5 GBD, and Roy in GMP. Roy flew for 21 minutes, thus taking bragging rights for achieving longest flight of the day. Durations were so short, I'm sure time keeper Neville was placed under pressure to count the seconds as well.



With no further takers, we commenced packing up around 2:15pm. However, as we did so, we couldn't help but notice a nice little cluster of clouds growing overhead ... mmm. Always the way it happens, isn't it?

SUNDAY After the nice day Saturday normal service was resumed on Sunday.....clouds and rain. Instructor Ray Burns sent a fulsome and detailed report:

No Flying Sunday.

HUMAN FACTORS AND THE DIRTY DOZEN - Garret Willat

"Over 80% of ALL accidents in aviation involve human error"- BOEING

I am guessing that more than my yearly salary was spent on this study...by a factor of 10. After looking at enough NTSB reports or any other accident write-ups it is pretty clear that human error was the cause of most accidents.

After finishing the last few months of bad decisions and losing points, we will take some time to think about safety. Because no matter how many points you don't get or lose, nothing is worse than getting hurt or breaking the glider. One of the ways that Sky Sailing Inc. promotes soaring and our business is by flying our Grob 103 at Airshows. To promote and expose Soaring to more people and also to help advertise for our flight school, Sky Sailing Inc. My brother and I both have our SAC cards for doing low level aerobatics and we both grew up in the airshow business as my Dad has been flying airshows since 1979.

Unfortunately airshow flying, like contest flying, does not have a 100% success rate. In the morning briefing the Air-Boss presented us with a slide listing "The Dirty Dozen."

Fatigue

Fatigue can be just a day of flying. I was working with a student who on his last solo flight flew for 91minutes. He was commenting that he was pretty worn out after that and it was his first flight over 1 hour. Flying both days on a weekend can be tiring when that is not your norm and a contest is like a marathon. Many times someone flying a contest is doubling their hours for the summer in that 1 week.

In my teens I was offered a Discus to fly in Hobbs at the Standard Class Nationals, then right before I left I was offered a Ventus A for the 15m Nationals. This was great!!! Now I am managing 2 contests in 1 summer. After the awards banquet it was 16hours back home, swap gliders and crew and 10hours to the next contest. This great plan came with a toll that I learned when we made it to the next contest site. I was exhausted, despite the thermals making it to class A airspace, I stayed on the ground to recover. Even the following day I had to take it easy.

Lack of Resources

My very first contest, Orion and I showed up in a van which was having electrical problems. I am all for camping, but this was Phoenix in June, not really the best time to pitch a tent under the wing. We had a blast and learned how to beat the heat, but I am sure this would be more taxing in my 30's. I showed up with a turnpoint camera, one of the last years it was still in the rules, but the scorer only wanted to use GPS, which I didn't have. So I borrowed a handheld Garmin, with no idea how to use it. We managed to be safe, just not competitive.

Pressure

This is that pressure to fly, to get to the grid on time, etc. Remember IMSAFE. The pressure at a contest to try and complete the task in conditions that you might normally not fly in. There is always some pressure and it is important to know your limits and know when to say "no". It could be the pressure to complete your checkride by a certain date, even though you are not ready.

Lack of Assertiveness

At some point in your flying career you will have to say "no". It could be something that is unsafe or something that you are not comfortable with. We have a policy with our pilots that when they say I need a break, they get a break. Despite the increasing towline, if the towpilot needs a break he gets one, or someone else will jump in to give that pilot a break. We try to not have that become an issue, it can be easy for someone to ask for just one more.

Lack of Awareness

An un-named pilot friend got a ride in a 2seater a while back. He was a low time glider pilot at the time and the opportunity to fly a shiny glider is a hard ride to pass up. They then proceeded to fly around high for quite some time without O2. Meanwhile the storms around them were producing hail that was damaging to

structures on the ground. The flight terminated at a towered airport (not the one they started at), that they used Foreflight to find because of the radar feature and poor visibility. Landing in a gust front and barely making it to the runway. The middle part of the flight was highlighted by an engine restart over unlandable terrain at very low altitude.

Meanwhile the owner/PIC was unaware of any of the risks he had taken. A few of his local club members had to have a sitdown with him and the IGC trace to point out all of unnecessary risks.

to be continued...



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	