

WARM AIR 4 Aug 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: Brendon Moore

Sunday

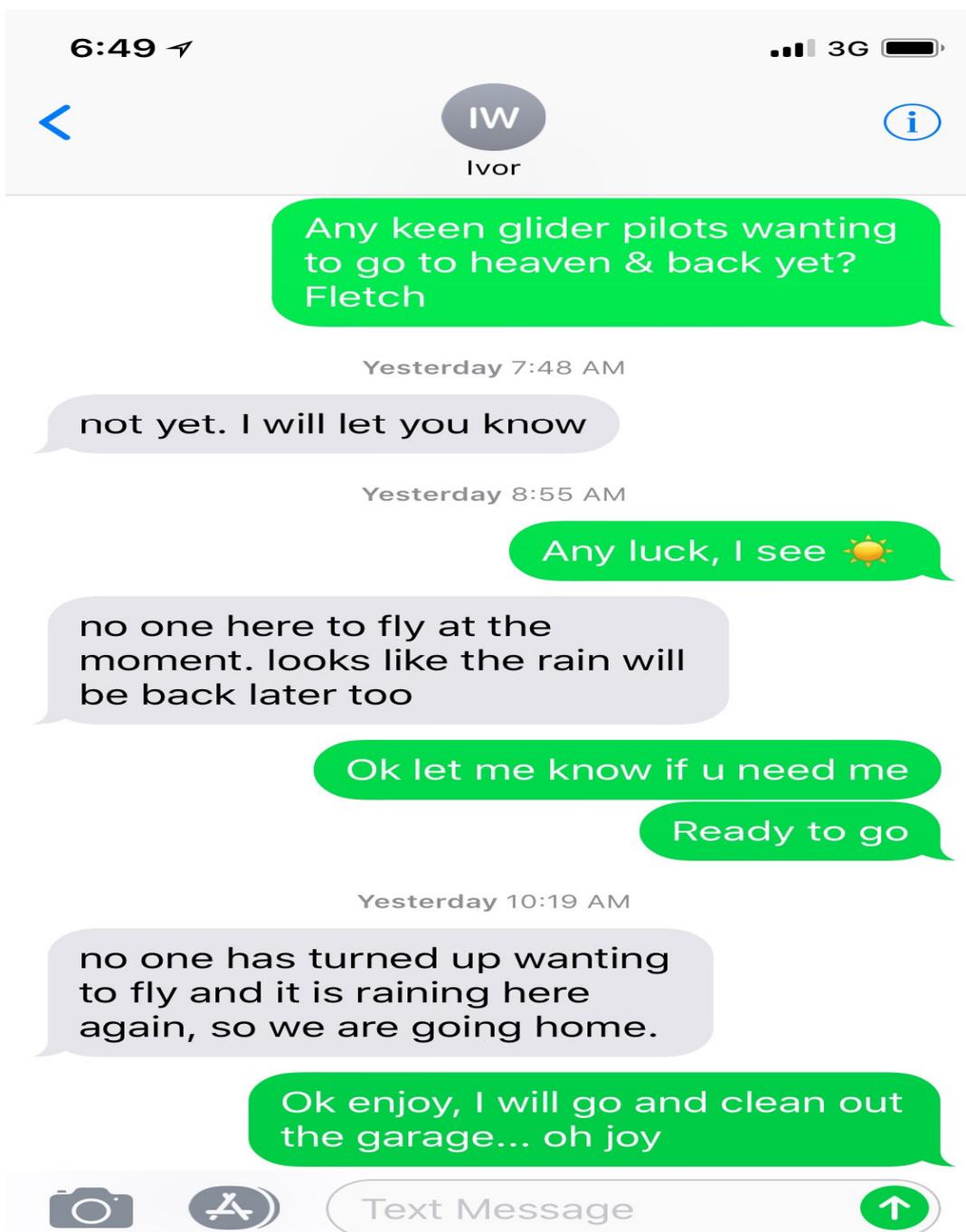
Instructing: Steve Wallace

Towing: Craig Rook

Duty Pilot: Ian O'Keefe

MEMBERS NEWS

SATURDAY



Saturday was forecast to be showery, but started out just cloudy. I arrived at the field to find Ray Burns and Roy Whitby on site. After a while Tony Prentice arrived, as did the first set of showers. I talked to both Tow Pilot Fletcher McKenzie and Duty Pilot Geoff Leyland, and said I would let them know if anyone wanted to fly. Before too long Roy was busy finishing off the painting of GMP's trailer, which is looking like new. Clare and Jacob arrived during a rain shower, but were just passing through and not staying to fly. A little later Geoff Leyland turned up to check what was happening, and we all discussed the weather and the shower patterns that were showing up on the Met Service radar.

By shortly after midday it seemed clear that the showers were going to keep coming. Roy and Tony had finished all they could do on the trailer, and as no-one had turned up wanting to fly the decision was made to lock up and go home. Sadly yet another non flying day claimed by this year's winter season.

SUNDAY *Towie Peter Thorpe finally got to fly:*

Sunday looked like a reasonable day for flying which pleased me as I was approaching the 90 day cut off for currency in RDW. Duty instructor and CFI Ray Burns was scurrying around doing good things when I arrived as was Roy Whitby who was working on the MW trailer. Tony Prentice arrived and was followed by Clare Dickson and later Neville Swan.

We set up on 26 with a brisk westerly wind straight down the vector for a pleasant change while the ATIS said the 2000ft wind was 230/24 and there were cloud streets that looked promising. Ray and Clare launched at 1150 for a 2000ft tow to exercise some emergency signals. Take off performance was good in the head wind so the damp conditions were not a problem and there was some turbulence and lift in the air while the brakes out and wave off signals were duly demonstrated and acted upon.

Roy and Neville went off to really test the conditions and they were able to stay up for 31 minutes without much difficulty. Then we ran out of punters and as the conditions were forecast to deteriorate the decision was made to pack up for the day. I nipped off for a quick circuit on my own to complete three landings for the day and we were all finished by 1330. Steve Foreman arrived in time to watch us close up and have a wee chat but that was it for the day. It was nice to have a wee fly though.

*His CFIness Ray the Burns writes.....*The weather forecast suggested reasonably brisk winds but no rain until 1400. That was what we had. There was a good 12 knots blowing straight down the strip.

Clare was keen to have a crack at it and with the hope that some more members would turn up we prep'd the fleet and positioned ourselves on runway 26. Alas the expected influx did not occur after one flight with Clare and another in which Roy and Neville took the twin for a blast, we were finished for the day.

CFI CORNER - AEROBATICS

For those of you not in the know, there has some been 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 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.

DEVIATION UNDER CLOUDS ~ Garret Willat

We have had a string of good weather and a few students were trying to get a cross-country flight in before I headed off to the Worlds. We also had clouds which is a rarity for us, it is much easier to play connect the dots when you can see them. The advantage is it makes it much easier to find the sheerline. The sheerline is not a straight line of lift, it is a wondering path to follow through the sky. With clouds it is easier to see what is going on.

However sometimes it is hard to want to follow that wondering path when you have a turnpoint you are trying to achieve. Clouds make it easier to deviate, however you have to make sure it a committed deviation. Even if you look at the clouds and you go under the edge, that doesn't mean that's where the lift is. You need to pay attention to what side of the clouds are producing the lift. And if that means they are on the far side of the cloud from where you are then you need to make the deviation to get to the good part of the cloud.

Wind can make the deviation feel worse. Let's say you are on the downwind side of the cloud you might have to pass the cloud to get the thermal that is reaching up to the upwind side. This can be intimidating because you are expecting a good climb then run out from under the edge of the cloud, especially if you had traveled the entire length of the cloud. Use your past experience to make the decisions, use what you know about the day and what has been working. Do not half-hearted make the deviation. Go for it.

Only partially making the deviation will just result in a longer flight while missing all of the lift and spending more time in sink.

We have talked about before about deviating 30 degrees without being too concerned about it. However when you make the deviation make it really count. Make sure to continue to look at the cloud for signs of where the lift is growing. Many times I have had students just get near the edge of the cloud, give up and head to the next one.

When you are looking at connecting the clouds you want to spend the least amount of the time in the blue. A little wondering under the clouds is good. Being at cloudbase actually makes this more difficult. Take a look at the darker base, tendrils sucking into the clouds, shelves, windward side, and most important is what the last clouds have been doing. How have the last clouds been working?

But again it is easy to read all of the text books and read this article. Applying it is key. As we approached a cloud, I asked my student what part of the next cloud we should be using as our target, he had a good answer of what to do. However we were headed about 20 degrees off from where he said we should be going.

When you are making your flight with an instructor it seems really easy, and a lot of it is. But the instructor in the back is helping with some guidance. Nothing in particular, just making sure you are applying the knowledge, like going to the correct side of the cloud.

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	