

WARM AIR 8 Sep 18

Aviation Sports Club Gliding Newsletter

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

MEMBERS NEWS

SATURDAY Towie Graham Lake starts us off

The early morning had the makings of a nice day, just as forecast. As always, Warm Air had one or two household chores to knock off and to get Mrs WA all sorted with the bits she could not do herself. She is almost



recovered and is quite mobile. Some things are still out of reach, like laundry, (and dust apparently), but getting there.

I was little late getting to the airfield prompting a call from the instructor of the day wondering if I had forgotten. Huh? forget a towing day??? "Come on, hurry up, we are waiting". So I hurried up and then had to wait while the first sortie, a BFR flight 1 for Roy Whitby, got themselves organised., 2500 ft please near the

airfield. Neat, where, the cloud base looks barely 2000'. We did find a nice big hole right over the point opposite Herald Island. We were away, No brakes at the end was where Roy discovered MW ASI does not read right when sideslipping and the speed can easily build. Long walk back. Tony Prentice went up in his in BD, Dave Todd in his new toy, BZ, three times. Rahul Bagchi took VF for a nice half an hour, Dave Todd a few more times, Ian O'Keefe, Kazic Jasica in MW with Peter and Brendon Moore in VF. Andrew Fletcher worked his way thru the syllabus towards converting his UK licence to a NZ BFR and must be pretty much there. The Tower came on later in the afternoon and we got to be radio relay for a couple of north bound aircraft who called the tower too far out. John Restall rounded out the day.

Nice to see Roger Read call in for the afternoon and spend some time with us. (I missed a chance here, coulda gotten Roger to do my BFR and let Peter tow.)

A good day's flying with some lift to be enjoyed. 13 flights for the day and all club members.

Instructor Peter Thorpe added some details.....Saturday looked quite promising with a light westerly straight down the vector and some hopeful looking clouds. I was greeted by Roy Whitby waving a BFR form so that determined what the first two flights would be. Kazik Jasica was keen to get back into flying after his three months away in Europe so he started pre-flying MW while I looked at the blocked gutters around the hangar. Stagnant water is a no-no so we need to do some maintenance in that area but it is not so easy when we do not have running water to flush the accumulated silt away. A problem for the committee.



Tony Prentice, Ian O'Keefe and David Todd arrived to prepare their private gliders while Rahul Bagchi, Brendan Moore and Andrew Fletcher were more interested in the club owned ones. Eventually our tow pilot Graham Lake arrived full of excuses about having to do lots of domestic chores while his wife recovers from hip surgery and we actually launched at 1120hrs hoping to find 2500ft among some lowish clouds. Graham succeeded in finding a clear area near the prison and we were able to demonstrate that MW will spin very nicely when given the right encouragement. Roy was most impressed! After the usual exercises and a loong walk back from a no airbrake approach followed by a practise low level launch failure Roy was declared safe for

another two years. David Todd launched in his lovely new toy Ventus 2 BZ followed by Rahul in VF and Tony in BD. Later Ian took HS up and Brendan Moore followed in VF.



Next Kazik and I went up to see if he had forgotten anything while he was away - he will soon be looking to go solo. The tower came on watch while we were thermalling near Riverhead so we all had to change mental gears and remember to give 5 minute warning calls before rejoining. After lunch Andrew Fletcher took me for a pleasant 43 minutes of thermalling and spinning to show that his UK qualifications remain valid and he just needs a BFR to convert to a NZ QGP. John Restall wanted to continue his journey back to regular flying so we went off for a pleasant 20 minutes of general flying and that was the last flight for the day. A total of 13 launches for the day, enough to keep the tow pilot happy.

SUNDAY *Instructor Ivor Woodfield gives the sad tale*

Sunday was forecast to be wet and windy at times, although the sun was shining as I was getting ready to leave. Opening up the field, it was clear that the cloudbase was low and any gliding would be restricted to circuits, at least to start with. I had already talked with the tow pilot and agreed to let him know if anyone was keen to fly.

Before too long I had been joined by Tony Prentice, Roy Whitby and Izzy, who was duty pilot. For a while, Roy and I worked on clearing the gutters around the hangar to try and prevent water sitting in them, and soon Peter Thorpe joined us. From time to time the work was interrupted by passing showers, some of which were quite heavy. Eventually it became clear that the cloudbase was not going to lift high enough to allow significant gliding activity and with further approaching showers showing on the rain radar and some steadily increasing strength in the wind gust, we finished the odd jobs being work on, locked up the field and left with no gliding activity achieved for the day.

TRYING TO AVOID ARRIVALS Garret Willat

Number 8,472 a student is trying to kill you. I have a phrase I repeat on landing, "Am I high? Am I low? Is my speed ok?" These are 3 separate questions all requiring 3 different things to be done to resolve them. If I am

high I need to use more spoilers. If I am slow I need to lower the nose.

But my student this morning tried to stay on glide by slowing down. This could be very subtle at first. But the next thing you know you are going to be 3 trees short of the airport. The fix is lowering the nose and closing the spoilers.

Re-establish the approach and land normally (on the runway, not the trees). Many times the pilot is watching their aim-point and very subtly pulling the nose up to keep it on the same place on the horizon. On one of the landings he noticed that he was slow and got the nose down then realizing he was low and closed the spoilers. That delay got us even closer to the point where the tree squirrels were jumping for cover.

The next time he didn't want to make that mistake again and closed the spoilers as soon as he realized he fell below glide, however our speed was nowhere near an acceptable speed. At the point when I take over I do them both together, both hands moving forward, moving the elevator and spoilers simultaneously.

This quick movement together is important because you do not have much time to recover. It comes in handy when the student attempts number 348, and balloons the landing and you can no longer see the horizon from the back seat. Probably the view in the front is not much better really. Shove the stick forward, close the spoilers, then re-flair and spoilers if practical. They are not practical when you are below stall speed with them open, but above stall speed with them closed.

We had a private owner have a similar experience a few weeks ago. When he encountered the wind-shear the glider decided that it did not want to fly anymore. He got the nose down immediately and started his round-out, however had forgotten about the spoilers, which were nearly full open.

A good lesson for demonstration this is in a Grob 103 with full spoilers on landing. You can do it with enough speed, however if you are slow it will result in something resembling an arrival not a landing.

We encounter and train for stalls and pushing the stick forward was second nature. That was great, because when he went through the windshear the glider dropped. His quick reflexes saved him. However if his left hand was quicker it would have been even better. Possibly not resulting in a winter involving gel coat.

When you go practice your stall series play around with the approach to landing stall. When it stalls and you are pushing the stick forward you should be pushing the spoilers closed also. Also know how your glider behaves with the spoilers open.



OBEYING INSTRUCTIONS

A certain nameless club member (who has an ancient connection to the West Island) explained (with a wave of the hand) the ground around the caravan was a bit muddy and I should park the tractor "up there". Is this right?



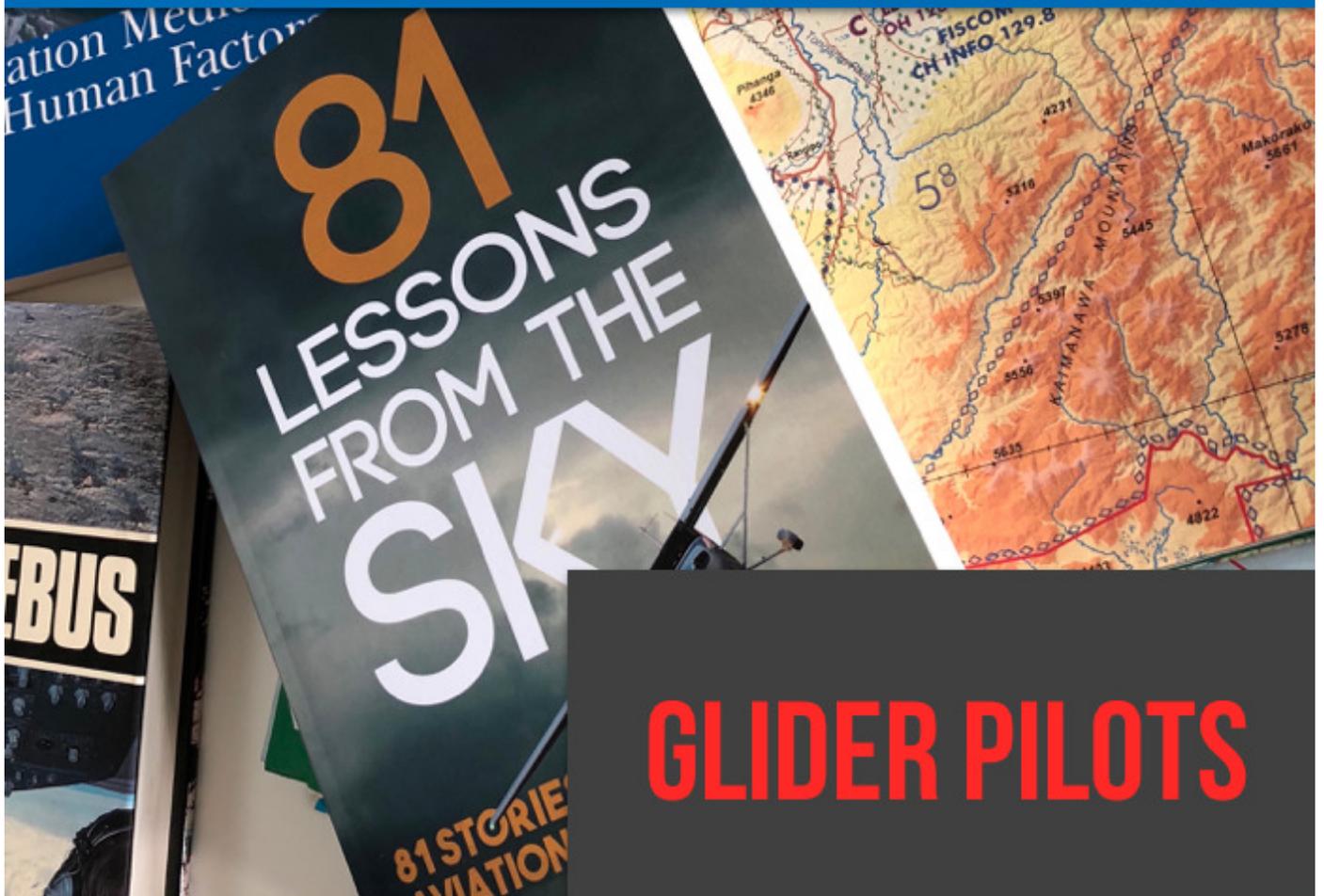
Duty Roster For Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
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	40 Squadron ATC
	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	

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