

WARM AIR 6 Apr 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Lionel Page

Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot: Clare Dickson

Sunday

Instructing: Peter Thorpe

Towing: Fletcher McKenzie

Duty Pilot: Kazic Jasica

MEMBERS NEWS

Base is still at a high level of alert, as are many Government agencies. In this context we do not expect to be able to fly this weekend.

We have included the roster, just in case we do have a way forward. We will send out an Email to members if the situation changes.

WHAT DO YOU THINK ABOUT BEFORE YOU WIGGLE THE RUDDER? *Garret Willat*

How do you prepare for a takeoff? Just wiggle the rudder and as the wing starts to roll, fix it with aileron, when the spoilers open, close them?



Make sure you are doing the checklist in its entirety. As my Mom likes to say "giving lip service to your checklist." As she enjoys pointing out, especially on the occasional gear up landing.

Spoilers are a control and should probably be included in the control check. On an SGS glider it is listed as *Dive Brakes closed and locked*. I always unlock, open fully, then close them. Why because it is embarrassing when the spoilers open on takeoff. Worse than embarrassing is if you crash at the end of the airport because you could

not climb.

I once had a ASW 20 behind me while towing in the Super Cub and we were a lot closer to the trees than I normally care to be. I was actually reaching for the handle because both of us were not going into the trees. But then we made it over and back into an open field where he eventually realized what was going on. This was after radio calls from the ground and visual signals from the towplane.

I have watched 2 new Schempp-Hirth owners not realize that the over center on the spoilers was much stronger than what they were used to. However if they would have opened and closed them it would have been obvious that they were not locked yet. So I always open them all the way open (to make sure I can get

full travel) then close and lock and make sure that I get the pop of the over-center.

Many times when I am doing a flight review in the Grob 103 with someone with their own ship, they start with the stick most of the way forward and sometime after passing a normal lift-off speed they realize the nose is too low and we go launching into the air. So when I teach my students I don't just say bring the stick aft of neutral in the SGS 2-33, but I ask where the nose is and where do they want it to be to lift off.

Same thing when doing a 1-26 and 1-36 (we have the taildragger version) checkout. We always talk about where do you want the nose, how to get there and then I pick up the tail to get the nose to where they are going to want it for lifting off. That way they have the elevator in the correct position to get the nose where they want it to fly. Back to the Grob, they normally are still waiting for some type of change, until the towplane is airborne and there is still no change happening...

Same thing goes with the ailerons. You know what is going to happen with the crosswind the upwind wing is going to get picked up, we know that from moving the glider around on the ground. So if we have a wing runner they can help us by holding the wing a little low, you can help them by not using full opposite aileron. That way when they let go you drop the downwind wing with force. Generally when the pilot is fighting against me my motivation level to run farther decreases at an exponential rate.

Many airports have Wind T's or tetrahedrons so we know the concept of weathervaning. Few prepare for it until it starts yawing on them. This is very important to us because we do so many crosswind launches. Many times you will end up off the side of the runway if you let it start weathervaning on you.

Before you wiggle the rudder get the controls set to counteract the movement you know is going to happen and get the glider going in the direction that you want. Nobody wants to go off the edge of the runway...



ROSTER BELOW

Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Mar	23	R BAGCHI	I WOODFIELD	P THORPE	-ATC Cadets 40 SQN
	24	T PRENTICE	S WALLACE	R CARSWELL	-ATC Cadets 40 SQN
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	
Apr	6	C DICKSON	L PAGE	R HEYNIKE	
	7	K JASICA	P THORPE	F MCKENZIE	
	13	J DICKSON	S WALLACE	D BELCHER	
	14	B MOORE	P THORPE	G LAKE	
Easter	19	S HAY	I WOODFIELD	R CARSWELL	
	20	K BHASHYAM	P THORPE	G LAKE	
	21	G LEYLAND	S WALLACE	D BELCHER	
	22	I O'KEEFE	I WOODFIELD	G LAKE	
Anzac	25	M MORAN	R CARSWELL	D BELCHER	
	27	T O'ROURKE	I WOODFIELD	P THORPE	ATC 3 or 40 SQN
	28	R BAGCHI	S WALLACE	A WILLIAMS	ATC 3 or 40 SQN
May	4	T PRENTICE	L PAGE	R HEYNIKE	ATC Cadets 3 SQN
	5	R WHITBY	R CARSWELL	G LAKE	ATC Cadets 3 SQN
	11	I BURR	P THORPE	R CARSWELL	
	12	C DICKSON	I WOODFIELD	F MCKENZIE	
	18	K JASICA	R BURNS	D BELCHER	ATC Cadets 40 SQN
	19	J DICKSON	S WALLACE	A WILLIAMS	ATC Cadets 40 SQN
	25	B MOORE	L PAGE	R CARSWELL	
	26	S HAY	P THORPE	G LAKE	
Jun	1	K BHASHYAM	R CARSWELL	P THORPE	
	2	G LEYLAND	I WOODFIELD	R HEYNIKE	
Queens	3	I O'KEEFE	R BURNS	D BELCHER	
	8	M MORAN	S WALLACE	A WILLIAMS	
	9	T O'ROURKE	L PAGE	G LAKE	
	15	R BAGCHI	R CARSWELL	R HEYNIKE	
	16	T PRENTICE	I WOODFIELD	P THORPE	
	22	R WHITBY	P THORPE	F MCKENZIE	
	23	I BURR	R BURNS	R CARSWELL	
	29	C DICKSON	S WALLACE	D BELCHER	
	30	K JASICA	L PAGE	A WILLIAMS	