

WARM AIR 8 Jun 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Andrew Williams	
	Duty Pilot: Matt Moran	
Sunday	Instructing: Peter Thorpe	
	Towing: Graham Lake	
	Duty Pilot: Clare Dickson	

MEMBERS NEWS

SATURDAY Towie Peter Thorpe starts

Terrible weather forecast. Rex said he would call if I was needed but soon texted to say no flying.

Instructor Rex Carswell continues ..mmm .. it was going to be one of those days when you think "it might be possible" .. then it dithers .. and eventually nothing happens. Firstly, I communicated with tow pilot Peter Thorpe and duty pilot Kishan Bhashyam, suggesting they 'stay put' while I go to the airfield and cogitate. Tony Prentice rocked up to place a new sticker on his trailer, followed soon after by Ivor Woodfield and Ray Burns. We had some intelligent meaningful discussions, completed the gate entry register, then departed while two ducks continued checking out the revival of Lake Whenuapai.



SUNDAY Instructor Ivor Woodfield does the report

IW With Saturday washed out, we were hoping for better on Sunday. The forecast was for clearer skies but with stronger southerly winds.

On arriving at the field, the wind was definitely southerly, square across the runway. After some discussion I made the call to move to the 08 end, which was favoured by many of the gusts we were experiencing. Shortly after 1100 we were ready to go, although with no sign of thermal markers, and strong gusty crosswinds, no one was rushing into the air. First up was Geoff Leyland, keen to experience the conditions, and wanting a check flight before potentially going solo. From the start the effects of the crosswind were clear, as was the low level turbulence. The forecast had very strong winds around and above 2000', and the conditions on the tow certainly supported that idea. We released off the east end of the field after a tow that had challenged Geoff, although he handled it well. As we set up for our planned exercises we found ourselves drifting quite rapidly to the north. Turning back to the field we could see that even though we had accelerated above normal flying speed, we were tracking very slowly back across the ground, and Geoff wisely opted to stay close to the strip throughout the flight. We spent a while checking out slipping and skidding as they apply to flight, and before too long we were back down at circuit height. We joined and Geoff flew a good circuit in some very 'interesting' conditions, and set himself up well for a final approach featuring a strong crosswind with little or no headwind component. By the time we rolled to a halt we had decided it would not be a good day for going solo!

After chatting to the tow pilot, who had similar concerns about the conditions, however benign they might appear from the caravan where we were sheltering from the cold wind, we agreed that the conditions were only really suitable for more experienced pilots, if at all. As those still thinking about possibly flying after hearing our feedback potentially would struggle, I eventually decided that we should stop flying for the day. Monday was forecast to be a much better gliding day and also a public holiday. We therefore packed things back into the hangar, and departed, generally agreeing that we would all be back Monday hoping for some good flying.

MONDAY *Instructor Ray Burns*

At last! A day in the long weekend that was flyable!

A beautiful wintry day with cool temperatures, unlimited visibility, still air and even a bit of lift thrown in. I arrived early-ish but not before Jonathan Pote. Derry Belcher and Ian O'Keefe were hot on our heels and pretty soon there was a great turnout. We were quickly setup on 26 and Toni Thompson started the day with a check flight followed by Andrew Fletcher and I doing a couple of back seat rating sorties. Henry and Renee arrived having postponed from Sunday (what a wise decision that was). Renee thoroughly enjoyed her flight and had a beautiful touch for a first time flight even managing a turn or two in a thermal.

The singles started a range of sorties, Rahul Bagchi, Toni Thompson, Tony Prentice, Kazic Jasica, Ivor Woodfield and Joseph Dickson all trying the skies. Clare Dickson notched up another solo and Roy Whitby and Neville Swan followed by Jonathan Pote and Ian O'Keefe had some time in the twin which give me an opportunity to take KT for a spin after Steve Wallace and Andrew Fletcher had squeezed the last thermal energy from the sky.

Ivor was way ahead of the pack in VF managing a 64 minute flight. (*what was Woodfield doing taking up space in a club glider when he has his very own Libelle. Perhaps he has forgotten what it looks like.*) 17 Launches for the day, the first at 1100 and the last landing at 1615. Thanks to the Derry for towing, Neville for the books and Jonathan for managing the gate.

Towie Derry Belcher ends the reportI have to admit that the weather gods seem to have smiled on my last couple of tow days. Not a lot beats an almost nil wind start to a day of towing. Even the water of the upper harbour was mirror flat. The only downside of a day like this is one can get caught daydreaming... In my case, twice, as I took up slack believing it was hooked on to the glider only to find the end ring was still firmly ensconced in duty pilot Ian O'Keefe's mitt, following along behind like he was taking a dog for a walk... I can't remember having done this for many a year.

Anyway, we flew 17 missions with nary a grumble from anyone, not counting Ian, and Tony Prentice, who asked to be towed over Kumeu way and was towed elsewhere entirely.

By about 13:00 hours, the day was starting to become buoyant in places and a bit later some good thermalling flights were achieved.

Steve Wallace rigged his Mosquito KT and literally took it up for a spin before Andrew F and Ray B tried it on for size.

All in all it was a good flying day for the start of winter, with a good turn out of members. Thanks again to Jonathan Pote for looking after gate security.

TOPPING THE THERMAL Garret Willat

You should be thinking about your thermal average and pay attention if it is getting better or worse. Once it drops off you need to think about leaving, actually, you should probably leave before the thermal average drops off. You should get going when your 20-second average begins to drop and not ruin your entire thermal average.

Can you beat your current climb rate? If the thermal is decreasing and you think you can beat it then you should move on. If you think you can only match it, then you need to consider two things. One if you leave you potentially could find a better one. Two, do you have enough options ahead to match what you are in and not get stuck?

Remember the person that wins generally finds the unusually strong thermals and doesn't get stuck. However, those two things sometimes require different tactics.

CENTREING

A consideration is that you should be trying to re-center on every turn. It is unlikely that you are perfectly centered. It is probably even more unlikely that you continue to stay centered 4 turns later without any adjustments. To remain centered, you are going to have to make corrections, perhaps every turn.

If you are making corrections on each turn, you should be centered and should catch any shifting in the thermal. So when you lose the thermal, do not lose that precious altitude you just worked for trying to find it again, move on. If you can beat your climb rate ahead, then do it. The fastest one up wins.



Duty Roster For May, Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	25	B MOORE	L PAGE	R CARSWELL	
	26	S HAY	P THORPE	G LAKE	
June	1	K BHASHYAM	R CARSWELL	P THORPE	-
Queens	2	G LEYLAND	I WOODFIELD	R HEYNIKE	-
Birthday	3	I O'KEEFE	R BURNS	D BELCHER	-
	8	M MORAN	I WOODFIELD	A WILLIAMS	
	9	C DICKSON	P THORPE	G LAKE	
	15	G LEYLAND	R CARSWELL	R HEYNIKE	5 SQN ATC
	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	3 SQN ATC
	30	K JASICA	L PAGE	A WILLIAMS	3 SQN ATC