WARM AIR 20 Feb 21

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 022 357 6731

www.ascgliding.org

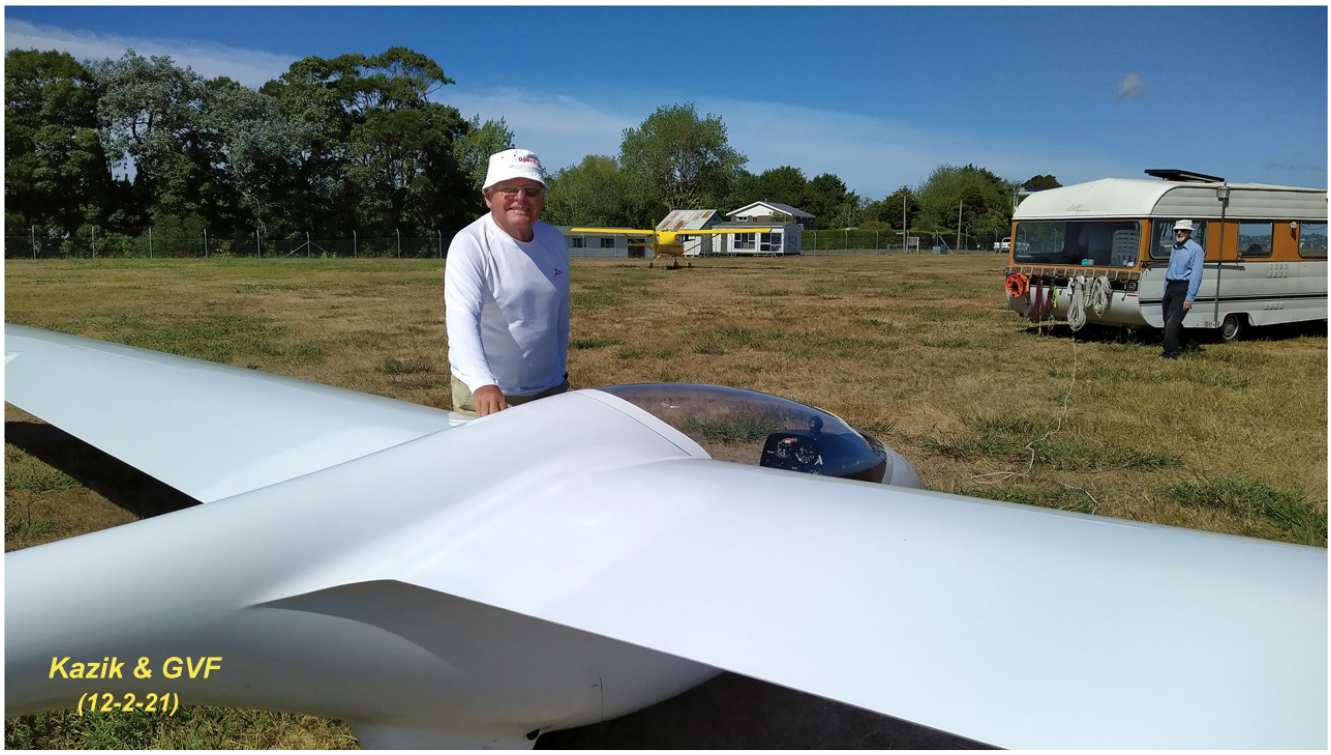
Saturday	Instructing:	Peter Thorpe	Bank Acct 38-9014-0625483-000
	Towing:	Derry Belcher	
	Duty Pilot	Clare Dickson	
Sunday	Instructing:	Lionel Page	
	Towing:	Rex Carswell	
	Duty Pilot	Kazic Jasica	

MEMBERS NEWS

SATURDAY *Instructor Rex Carswell starts*

Not a bad day at all - nice looking weather with a nor'east breeze. However, with many away at other events it was always unlikely we would have a large turnout. Amongst those away, was Lionel Page. No, not aviating, but running in the 50km Rotorua Ultra Marathon event (*is sanity something we look for with our instructors?*). Good on you Lionel - hope it went well for you. With gate marshal Jonathan Pote, towie Peter Thorpe, duty pilot Roy Whitby, and time keeper Neville Swan - all enthusiastic - we trundled down to the '08' end.

First launch got underway at 1138 hours with Alex Michael keen to progress with getting his circuit and landings sorted. For this first flight, we took a regular 2000ft tow to allow time for Alex to settle into the flight before rejoining the circuit. Good thermal assistance allowed a full half hour at altitude, including flying some 'lazy eights' before descending to the circuit. A second flight of just 1000ft was flown, adding to circuit familiarity and consistency.



By this time, Kazik Jasica had launched in the PW5 - culminating in another epic duration for him - 3hrs 35mins. Hey, well done Kazik!

It's great having new younger members joining our recreational sport. As well as Alex present, we had Immanual DeRidder waiting patiently for his turn. Although it is early days in his training, younger student pilots tend to learn very quickly. With a briefing completed, I hovered over the control stick as Immanual did the entire take-off and tow, aided only with my vocal prompting. We had a great 54 minute flight using the thermals to keep us up there, while adding cruise segments at differing airspeeds demonstrating why we have a trim control. Rahul Bagchi was keeping watch on the ground operationally till it was his turn in the twin. We enjoyed a good 24 minute flight as Rahul keeps his currency active. The sixth and final launch saw Ian O'Keefe at the controls, taking Immanual's father (Deon) for a flight. They disappeared for 37 minutes - landing just before Kazik's 4pm return.

Only six launches for the day, but a pleasant day out in the open air. With the gear tucked away, we left the airfield to the birds, and the bright shining sun to look down on lonely cumulous clouds.

And the Tow Pilot's (Peter Thorpe) effusive version

Saturday promised to be a nice day. A light SW wind with some promising looking clouds. We did the usual DI on RDW and Dion, Immanuel's father kindly helped me refuel. Rex Carswell and Alex Michael were first up soon after 1130 for a 2000ft tow to refresh upper air work followed by Jasik Kasica in VF. Alex then did a 1000ft circuit flight to continue working on his landings. Rex and Immanuel then launched for a flight of about an hour followed by Rex and Rahul Bagchi who went chasing thermals. Last flight was Ian O'keefe who took Dion for his first glider flight – a well deserved thank you for the help Dion gives us while waiting for Immanuel to do his flying. Just six launches for the day but very pleasant for the tow pilot.

SUNDAY *Instructor Andrew Fletcher gives the story*

I arrived at 0900 to unlock, all was quiet so I proceeded to unlock the hangar, by the time the hangar was open Roy Whitby was at the gate followed by Rex Carswell and then Alex Michael. We pulled the gliders out of the hangar and Alex performed the D.I on GNF. Kazik Jasica arrived and did the D.I on GVF, Peter Thorpe and Kishan Bhashyam had also arrived and the trailer was hitched up and the four of them set off for Parakai to pick spare parts for RDW.

Neville Swann was by now on his way to set up the launch point at the 08 end of the field closely followed by GNF with Craig Best tractor driver and Alex Michael wing walker, myself and Kazik towed GVF down with my car and GMP was also towed to the launch point for Craig to complete his conversion and get his first flight in the G102.

Alex and I took the first launch after much discussion over the question, is it soarable or not? We towed to 2000 feet and took our chance, it was soarable but not great so the challenge was on. We fought the good fight to remain airborne and for the most part we won, it was hard the thermals were small and boisterous, we got low several times and scraped away back to 2500 feet. Kazik had also launched and was having his own private battle with the conditions, eventually the conditions got the upper hand and Kazik was joining the circuit to land, 42 minutes was a good effort for the day well done Kazik those days when its hard really improve the skills. Alex and I were still fighting and managed to escape the circuit again, the second time I had cancelled our five minute joining call with the tower, but how long could we go? In the end we finished at 81 minutes which was a record for Alex.

By the time Alex and I were back on the ground Craig Best had settled into GMP, so we spent some time talking about the differences between this glider and the others he had been flying and what to expect.

With Craig now comfortable in the cockpit of GMP the troops were rallied, we pushed him out, hooked him up and sent him skyward to experience GMP's qualities. A 16 minute flight and Craig was back on the ground smiling, a nice milestone Craig. Alex decided to go for a circuit to practice his landing the fist one had a bit of a bounce so Alex was keen to rectify this (do we charge double for two landings in one flight?☺). Landing is a difficult skill to acquire and to teach for that matter, but as an instructor you know that when a student has got it then they have got it and it's done. That is what happened on the next flight, we released over herald Island at 1000 feet and joined the downwind, the result of the flight was a nice circuit, solid final approach with good speed control and an even nicer landing, it was a greaser, I could here the tire brushing the grass just prior to the touchdown, Alex I think you've cracked it!

Craig Best was getting ready to go again so I sent him off for his second MGP sortie, another good one for Craig and at that we put it all to bed! A good day and looking forward to the next one thanks guys.

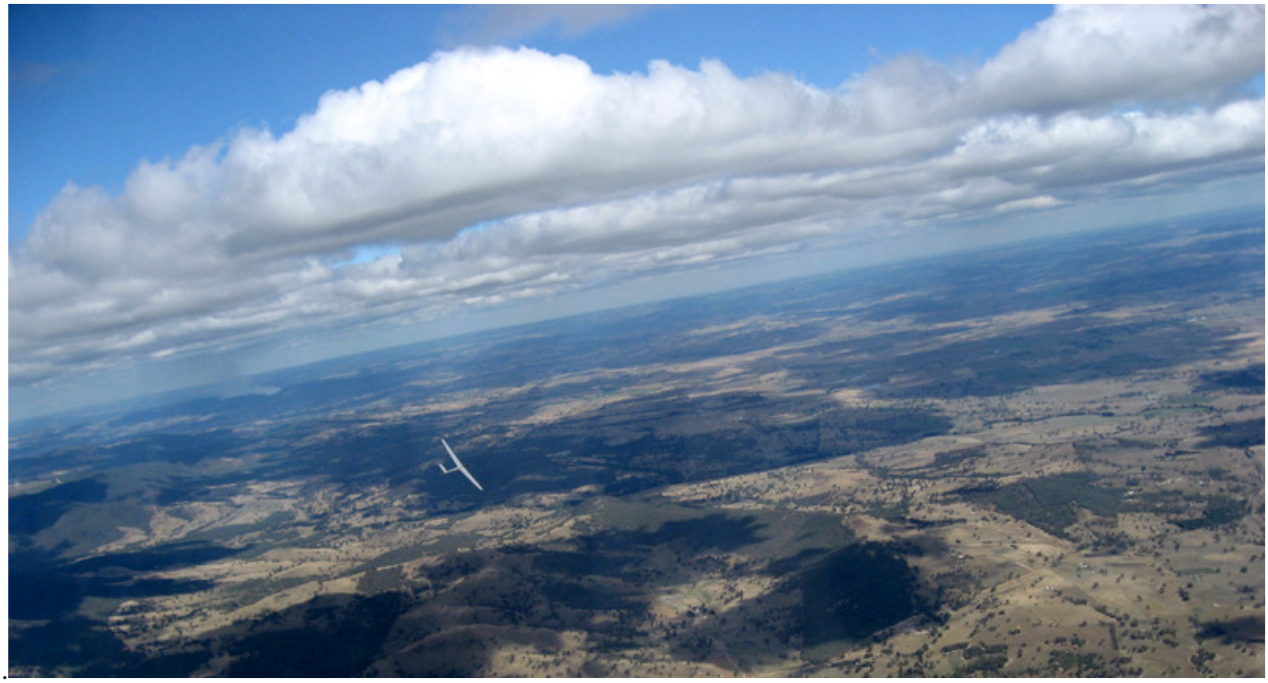
A kind reader sent me this thought provoking article published in a Gliding Australia Magazine

Safety - Blue on blue .. *By Professor Sidney Dekker National Safety Advisor*

When you've been involved in an activity like gliding for a long time, certain incidents seem to form a pattern – they happen over and over. Wheels-up landings are frequent, stall-and-spin accident less so. Each individual incident by itself is, however devastating and uniquely terrible for those involved, not hugely informative over the previous one

But then, occasionally, an event happens that somehow challenges assumptions that previously held true. Let's take midair collisions, for example. We know that they happen in gaggles and in competitions, and that risk exists in certain places that they might happen between you and something really big (like a cargo Boeing 777 bound for Hong Kong climbing out of CTAF at Wellcamp Airport west of Toowoomba in Queensland).

But to be in a glider and fly into your own tug, or be flown into by your own tug, about half a minute after releasing – that one might be new to some of us. It's like a blue on blue incident, where the two parties involved in an operation end up shooting each other.



Instructional Flight

It happened in Alberta, Canada last year, during the northern summer. Such events have much to say about us, too – about the kind of tug you use and what you see and don't see from it, about FLARM and about what you do when on tow. Such an incident reveals whether or not you release in a particular situation – say, when a strong thermal gives both the glider and the tug a kick up, and the tuggie may not feel you release at all, and whether and when you say anything on the radio after releasing, like 'rope clear' or 'thanks' and where you write up aircraft defects.

The Transportation Safety Bureau of Canada, whose chairperson was once a Masters student of mine, investigated this accident. My story here borrows a lot from what they have to say about it.

On a day in July 2019, the tuggie had completed two aerotow operations with the club's Cessna 182 tug. The first tow had departed at 1510 (3.10 pm). The occurrence glider flight, on an ASK-21, was the second flight of the day for the student and flight instructor. The first instructional flight had been completed at approximately 1030. At 1549, the tow plane departed Runway 07 with the glider in tow and turned to the south while climbing to the intended release altitude of 5,700ft above sea level (ASL) or 2,000ft above ground. As in Australia, gliders turn right after releasing. Canada operates with high-tow procedures, like almost all countries except Australia.

Towing Exercise

Around the time the aircraft crossed the extended centreline of Runway 07, the glider flight crew radioed the tuggie and requested that he carry out some medium bank turns as part of the glider towing exercise. This had not been briefed prior to departure. At this point, the tow plane was at approximately 5,900ft ASL. The tow plane completed a medium (approximately 30° bank) left turn of about 145°, which brought both aircraft over approximately midfield, followed by a medium (approximately 30° bank) right turn of about 90°, which brought the aircraft to a track of 305° near the western edge of the field, at approximately 6,100ft ASL. The glider released halfway through this turn.

Typically, a glider pilot will release from the towline when the two aircraft are in straight and level flight. When the tow plane reached the anticipated release point, the glider had already released. But the tuggie was not aware of that. Shortly after, the glider flight crew called the tuggie on the radio to thank him for the tow. The tuggie could not see the glider but executed a left clearing turn of approximately 80°, as is standard procedure upon glider release. He did not initiate a descent at this point, but did begin preparing the aircraft for the approach and landing at CEH2.

Because the pilot of the tug could not see the glider, he entered a slight right turn in an effort to find the glider. This brought the tow plane to a track of 270°T. Still unable to see the glider, the tuggie then proceeded to complete a 90° left turn, heading almost directly south. There was no attempt to communicate with the glider to determine its position.

When the glider released from the tow plane halfway through the second medium turn at an altitude of approximately 6,100ft ASL, the glider flight crew proceeded to fly more or less on a track of 270. By releasing in a right turn, the glider was not in a position where the tuggie would normally expect to see it, in other words, behind and to the right of the tow plane.

Impact

At 1555, when the aircraft were 0.5 nautical miles (NM) southwest of the threshold of Runway 07 and at an altitude of approximately 6,075ft the tow plane's propeller struck the glider's empennage. The time between the glider release and the collision was 34 seconds.

When the tow plane struck the glider, the vertical and horizontal stabilizers separated from the glider. The glider entered a dive from which it was unable to recover and struck terrain in a near-vertical attitude. The student pilot and instructor were fatally injured. Both were wearing parachutes.

The tug was equipped with a PowerFLARM Core airborne collision avoidance system ACAS. On the day of the occurrence, the PowerFLARM Core installed on the aircraft was not working. In addition, throughout the 2019 flying season, the following issues with the PowerFLARM had been recorded in the club's unofficial daily log for the aircraft

- Power Flarm intermittant 22 March 2019
- POWER FLARM DISPLAY NOT WORKING 31 March 2019
- Flarm intermittent - keeps resetting 19 July 2019

These defects were not recorded in the aircraft's log

To avoid judgmental language and oversimplification, as well as the usual bromides of 'try a little harder out there, people' or 'just follow the rules' or 'let's write another rule,' the Canadian TSB is usually careful when declaring 'probable causes' or issuing recommendations. Instead, the story itself carries a lot of that load, and raises some really interesting questions for us.

Important Questions

In Canada, at this club, there was no procedure to follow if visual contact was lost after the tow was released. While there is a procedure for what to do after release, what do you do when you do lose sight of each other? Or, for that matter, what more can we do to prevent that from happening? We are taught to each turn in opposite directions. In Australia, the glider turns right, the tug turns left, although in many countries, this is actually reversed.

But what do you do after that? As a glider pilot, you might persuade yourself to look at the tug for a bit longer, but then again, you may be in a thermal at that point, perhaps even with other gliders. You'd rather be watching those. As a tuggie, you might make the turn after glider release, stop after 90 degrees and then try to get the heck out of the area where the glider might still be. But perhaps this doesn't work all the time – there may be other traffic, for example.

The tug itself should be considered. Does your club tow with a Cessna? For some pilots, looking out the windshield of Cessnas is like looking through the slit of a letterbox. Other pilots don't see it as so limiting or troublesome. Of course, each aircraft has blind spots and blind angles. It has to have wings, after all, and whether you put them on top or on the bottom, there's going to be stuff you don't see.

The Issue of FLARM

Then there's the issue of FLARM. Lots has been written about the 'cry wolf' syndrome of some warning systems, and thus our growing distrust (and disregard) of them. Lots, on the other hand, has also been written about our overreliance on computer- and warning systems, to the point that some are concerned that we don't look out or up enough anymore.

This discussion is amplified when the device that is supposed to warn you only works intermittently. Intermittent electronic gadgets are perhaps even worse than electronic gadgets that have failed altogether. Because if they are intermittent, when can you trust them, when not? How and where do you write up this problem? The tug itself is airworthy without FLARM working, so your club may discourage you from writing it in a place that may cause the tug to be grounded before it is fixed.

Note that in this case, it was recorded – in the club's own daily log for the tug, which is not a regulator maintenance release, which may well have been the type of document that guides people in the club to necessary repair and maintenance tasks. Where would you find this if it were your club?

Such questions in themselves, rather than oversimplified causal statements or recommendations, can actually push us into thinking differently about how we run our operations.

GLIDING EVENTS CALENDAR 2020/21

(Waipukarau) Central Districts Regionals Competition Gliding Hawkes Bay & Waipukurau Inc Waipukarau

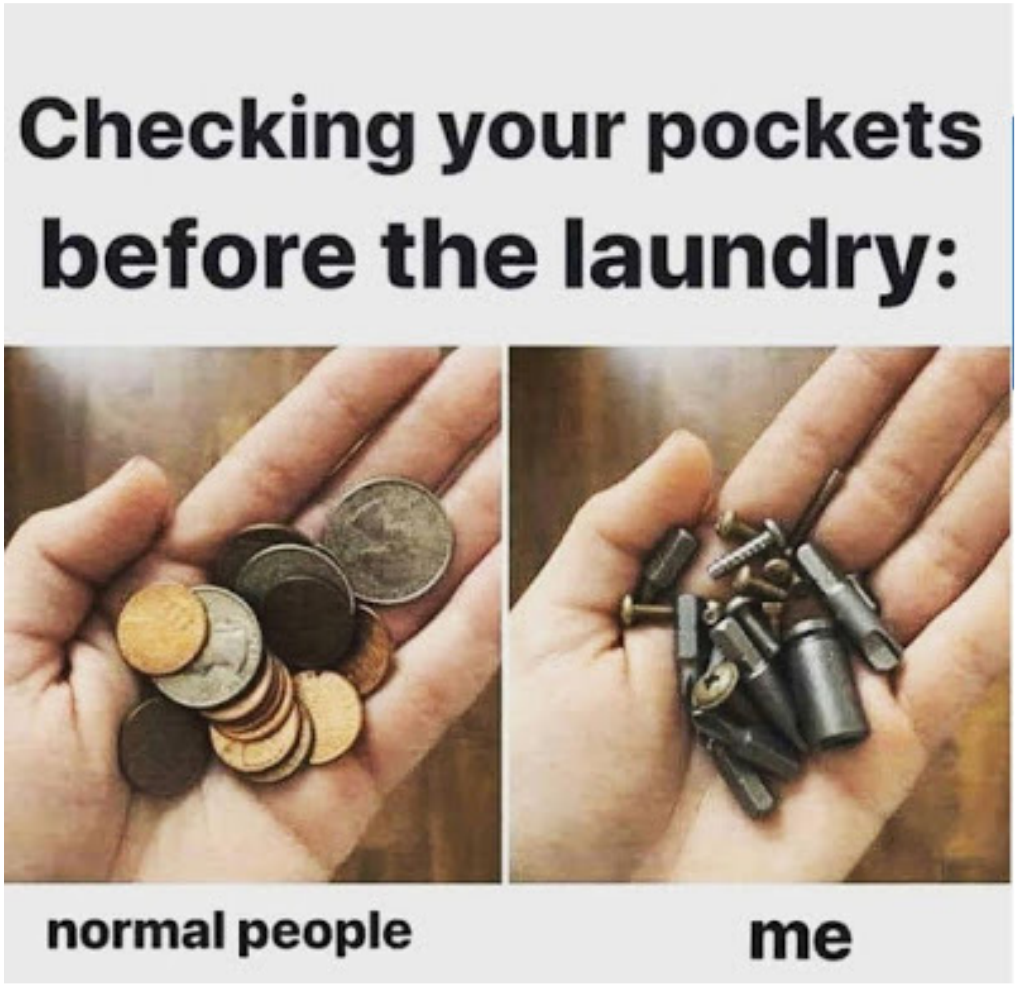
Sat 20th Feb 2021 - Sat 27th Feb 2021

GLASFLUGEL LIBELLE 201B FOR SALE

Ill health forces me to sell my half share in Libelle 201B ZK GIV #380. A 1974 model, she has done about 3100 hours since new. She has had the 3000 hour life extension program done and annuals were done in October. She has a Strong cushion parachute. She is also fitted with Oxygen but not in date.

The Libelle is easy to fly and has a good performance (Yves Gerster won the Nationals in her against much more modern ships). This is a chance to buy into a small syndicate for south of $9K

Interested: contact Graham Lake on gclake@pl.net



TAILPIECE

Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.

Duty Roster For Feb, Mar 21

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
FEB	~~13~~	~~R WHITBY~~	~~R CARSWELL~~	~~P THORPE~~	
	~~14~~	~~I BURR~~	~~A FLETCHER~~	~~G CABRE~~	
	20	C DICKSON	P THORPE	D BELCHER	
	21	K JASICA	L PAGE	R CARSWELL	
	27	J DICKSON	I WOODFIELD	P THORPE	40 SQN ATC
	28	S HAY	A FLETCHER	R HEYNIKE	
Mar	6	K BHASHYAM	S WALLACE	F MCKENZIE	
	7	K PILLAI	R BURNS	G CABRE	
	13	G LEYLAND	P THORPE	D BELCHER	
	14	I O'KEEFE	A FLETCHER	R CARSWELL	
	20	M MORAN	R CARSWELL	R HEYNIKE	
	21	T O'ROURKE	L PAGE	F MCKENZIE	
	27	R BAGCHI	I WOODFIELD	P THORPE	30 SQN ATC
	28	T PRENTICE	S WALLACE	G CABRE	30 SQN ATC