

# WARM AIR 2 Apr 21

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Friday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Craig Best	
Saturday	Instructing: Lionel Page	
	Towing: Rex Carswell	
	Duty Pilot: Emilio Leal-Swenke	
Sunday	Instructing: Andrew Fletcher	
	Towing: Ruan Heynike	
	Duty Pilot: Rebekah McMillan	
Monday	Instructing: Ivor Woodfield	
	Towing: Peter Thorpe	
	Duty Pilot: Alex Michael	

### EASTER - FOUR DAYS OF FLYING

#### MEMBERS NEWS

#### **SATURDAY** *Instructor Ivor Woodfield reports*

As I was collecting the gate key Saturday morning, I learned that there were some strong gust warnings issues, forecast to be 040. The power section had cancelled planned activities for the day, although some local flying might take place, depending on what actually happened.

I got to the gate to find a few people had just arrived. By the time we had the place opened up, Neville Swan, Tony Prentice, Roy Whitby, Ruan Heynike, Alex Michael and Rahul Bagchi were all assembled, and we set about getting the tow plane, twin and tractor out and ready for a trip to the 08 end of the field. However, by the time everything was ready to go, the gusts were very evident, and the 25Kt windsock was almost horizontal at times, so we elected to wait for 30 mins to see how things developed. While we waited, tea was brewed and Tony opted to change the tube in the tyre of the front wheel on his PW5 which had repeatedly deflated, although without any obvious sign of a leak.

The wind definitely was not abating 30 mins later, and more worryingly seemed to be becoming more northerly. As tow pilot, Ruan called up the tower for a forecast update, to be informed that they were seeing gusts of up to 25kts at 010, well past the crosswind limits for us to fly. They also suggested that these conditions were expected to last into the afternoon. Although Alex was wanting to do some crosswind practice, it was decided that we were not likely to be able to fly safely in the current conditions and made the call to cancel flying for the day.

In the meantime, Tony and Neville were having some significant issues with the wheel fitting on GBD, and Roy was hard at working removing a side panel from GNFs trailer so it could be painted. There was also a helicopter over the field for around an hour with the pilot demonstrating some considerable hovering skills in the gusty conditions.

During the next couple of hours, work continued on both activities, until by around 1330 the wheel had been successfully fitted and the trailer panel successfully detached. No flying for the day sadly, but a

productive time nonetheless. We were finally locking up and leaving at around 1400, with the crosswind gusts still very much in evidence.

## **SUNDAY**      *Instructor Steve Wallace gets back in the saddle*

Sunday started off with a gloomy overcast and consistent light spots of rain on the windshield as I drove to the field. The 30Sqn cadets were already waiting at the gate and as I arrived just after 0830 so did Ray with the key which he had kindly drawn for me.

08 was the favoured runway for the conditions so with cadet help we extracted the twin, towplane, tractors and caravan and set up to go flying. By this time the weather had come right with only very high overcast, 10kts cross wind on the ground and 20kts up top.

I was first up with CFI Ray in the front seat to get me current as it had been six months since I had last flown. I must have done OK as Ray seemed happy enough to let me fly the six keen cadets that were eagerly waiting to get airborne. So, six tows to 2,000', six familiarisation flights and six successful landings. I was pretty happy to be back in the air after so long away. We were all wrapped up by 2pm and refreshments lasted until 3pm at which time we all headed home. An enjoyable day and a nice way to get current again.



**DOMINATE**

### **YOUR NEXT THERMAL**

#### **Thermal Entry**

You're approaching an area of lift, you can either see it, or you can feel it approaching, you slow yourself down to heighten your senses, hear the air better, feel the wings coming alive, listen to that audio become more excited - but which way do you turn? How do you attack that area of lift?

#### **Attack the Area of Lift**

Let's start off with the second question, as it comes first! You're tracking to your climb, a few kilometers out is when I start planning my precise attack at it. Where is the sun coming from, what about the wind, where is my task track past the cloud, how big is the cloud, do I really need this climb if it doesn't meet expectations? Don't just aim at a cumulus, identify at least two specific points where the thermal is likely to be. Then work backward from your line out to the next area of lift or cumulus, back to your position now as you approach it. At this point, I don't believe deviations matter, what is important is Netto & maximizing your chance to find lift! If my attack on an area of lift was 45° to (my now) the right, followed by another point 30° to the left of that point, followed by skirting the edge of the cumulus 45° to the right, before setting off the next cloud. Then I would put myself on the right-hand edge of the first point by approximately 200m. Why? To keep it simple, I would pull up, do my best to feel the thermal, then turn LEFT. Why? Because if I don't hook the thermal within 45°, then I can simply roll out to the next point on my left, saving 25 seconds of a wasted turn & get the benefit of extra Netto enroute to the next, & the benefit of less distance - naturally then repeat the above process for the rest of the CU before either climbing or tracking back on task.

### Which Way to Turn

Which way to turn? Well, I just touched on that subject, but clearly, there is always more to it than that. One technique I use is to actually let the thermal push me out - I can hear you, say what!? The tail comes up, speed is maintaining even though you're pulling back on the stick, the thermal can & will let you be pushed out (let's say to the right) with a little right bank. Let it happen, the thermal is clearly on your left. Relax & heighten those senses. When you get the next gust or absolute feeling that you've intercepted a climb you want, bank over hard left - full control deflection & simultaneously pull back on the stick! It will snap in quickly, you've just slammed on the brakes & if you've calculated the approach well, you'll be centered within a turn! If you feel another gust or improvement of the climb at about the 90° mark, release the stick to widen the turn, let it take you there, then rack it back in! Takes practice of course, but it can really save you a lot of time & is super rewarding.



Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.

### SAFETY MOMENT

#### All members, please make it a practise to:

- Perform thorough visual scans for any items that might be left around the field, especially around vehicles (caravan / tractor / trailers) and aircrafts. Do this routinely when:
  - moving operation from one end of the vector to the other (changing ends),
  - leaving the caravan setup area at the end of operation.
  - rigging / de-rigging aircraft around its trailer.
- At the end of a flying day, the rostered Duty Pilot is responsible in making sure:
  - All aircrafts are secured,
  - PLB's in each aircraft are accounted for,
  - Tractor and Aircraft batteries are securely on charge.

## **OPS TEAM TALKING**

The January 2021 edition of "Ops Team Talking" has been posted on the Gliding NZ web site. The link is:

<http://gliding.co.nz/wp-content/uploads/2021/03/Ops-Team-Talking-March-2021.pdf>

The team has provided commentary on a number of recent incident reports. The appendix describes recent changes to the Instructor Training Program. Also lots of stuff for towies.

Back issues from the last couple of years have been filed here in case you missed out on some issues:

<http://gliding.co.nz/safety-bulletins/>

## **GLASFLUGEL LIBELLE 201B SHARE FOR SALE**

Ill health forces me to sell my share in LIbelle 201B ZK GIV. This glider is based at Whenuapai in partnership of two. Easy to fly, the Libelle has a good performance that in the right hands puts more modern machines to shame. Email Graham Lake [gclake@pl.net](mailto:gclake@pl.net)

*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 Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Easter	2	C BEST	R BURNS	D BELCHER	
	3	E LEAL SCHWENKE	L PAGE	R CARSWELL	
	4	R MCMILLAN	A FLETCHER	R HEYNIKE	
	5	A MICHAEL	I WOODFIELD	P THORPE	
Apr	10	R WHITBY	S WALLACE	F MCKENZIE	
	11	I BURR	I WOODFIELD	G CABRE	30 SQN ATC
	17	C DICKSON	P THORPE	F MCKENZIE	
	18	K JASICA	R BURNS	D BELCHER	
Anzac Week	24	J DICKSON	L PAGE	P THORPE	
	25	S HAY	I WOODFIELD	F MCKENZIE	
	26	K BHASHYAM	A FLETCHER	G CABRE	
May	1	K PILLAI	R CARSWELL	D BELCHER	
	2	G LEYLAND	S WALLACE	P THORPE	
	8	I O'KEEFE	P THORPE	R CARSWELL	
	9	M MORAN	R BURNS	F MCKENZIE	
	15	T O'ROURKE	L PAGE	R HEYNIKE	
	16	R BAGCHI	I WOODFIELD	G CABRE	
	22	T PRENTICE	A FLETCHER	D BELCHER	
	23	C BEST	R CARSWELL	R HEYNIKE	
	29	E LEAL SCHWENKE	S WALLACE	R CARSWELL	
	30	R MCMILLAN	P THORPE	G CABRE	
Queens Birt	5	A MICHAEL	R BURNS	P THORPE	
	6	R WHITBY	L PAGE	D BELCHER	
	7	I BURR	I WOODFIELD	R HEYNIKE	
Jun	12	C DICKSON	A FLETCHER	F MCKENZIE	
	13	K JASICA	R CARSWELL	G CABRE	
	19	J DICKSON	S WALLACE	R CARSWELL	
	20	S HAY	R BURNS	D BELCHER	
	26	K BHASHYAM	P THORPE	R HEYNIKE	
	27	K PILLAI	L PAGE	G CABRE	