

# WARM AIR 6 Mar 21

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

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

Saturday

Instructing:

Bank Acct 38-9014-0625483-000

Towing:

LEVEL THREE LOCKDOWN NO FLYING

Duty Pilot

Sunday

Instructing: LEVEL THREE LOCKDOWN NO FLYING

Towing:

Duty Pilot

### MEMBERS NEWS

**SATURDAY** *Towie Peter Thorpe gets the first word in*

On Friday night Rex Carswell, the duty Grob 109 instructor for Saturday, rang me expressing his concern that the ATC cadets booked for Saturday were 40 SQN from Howick which was pretty close to the new COVID outbreak. He was not keen on mixing with them as his wife has health issues and I felt the same as I am in the 'older' age group.

We agreed he would try to cancel the cadets but by 0800 Saturday I had heard nothing, so I made a supreme effort (for me) and arrived at the field by 8:50 only to find Neville Swan all alone. Soon after Andrew Fletcher arrived followed by duty instructor Ivor Woodfield who confirmed the cadets had been cancelled. Tony Prentice, Kazik Jasica, Ray Burns, Roy Whitby, Izzy Burr, Rahul Bagchi and students Immanuel de Ridder, Connor Monaghan soon joined us and helped with the morning chores. Ray, Andrew and Derry Belcher went off to use the



nice concrete floor in the ATC hangar for rigging and weighing their Ka6 GBU which has had a huge amount of work done on the wings involving much gluing of bits of balsa wood, fabric work and painting and polishing to produce a gloss finish worthy of any glass ship.

After fuelling and DI-ing RDW I joined the rest of the team at the 08 end and prepared to launch. Some military departures for the Wings over Wairarapa air show took place and we were warned they would be returning in the early afternoon. Ivor and Connor launched at 1100 for a quick 1000ft circuit followed by Ivor and Rahul looking for thermals. There were some bumps in the air but it was a bit early for decent thermals. Izzy then took Immanuel for some upper air exercises but was a little distracted by the controller wanting her either on the ground or staying up for a P3 return and landing. She stayed up for the landing but was not able to get a decent thermal flight. Tony took his PW5 GBD for an airing and then Ivor took a new ATC student Kaemon for his first flight at Whenuapai. Ivor and Rahul went off again

while Kazik went up in VF and the last flight for the day was Ivor and Connor taking a high tow to work on things you do up high. All finished by 3-30 and off home early for me. Eight launches for the day.

*Instructor Ivor Woodfield adds details.....*We were scheduled to be flying some ATC cadets from early on Saturday, although the South Auckland Covid scare meant that they did not come. RASP was not forecasting any good lift for the day although as I arrived the sky did not look so bad. We soon had the aircraft out and things were getting prepared for a day at the 08 end of the field. We had Connor Monaghan, Peter Thorpe, Jonathan Pote, Roy Whitby, Neville Swan, Tony Prentice, Rahul Bagchi, Immanuel De Ridder, Kazik Jasica, Kaemon Ah Kuoi-Simich and Izzy Burr working on getting us flying, and Andrew Fletcher and Ray Burns were opening up the Red Hangar, in which they had planned to work with Derry Belcher to get their newly refurbished Ka6 fully prepared and through its annual inspection. First to launch was Connor who did a quick circuit to get going. The air was bumpy and quite tricky, but despite that we found little lift and were soon back on the ground. Next up, Rahul was looking for thermals so released at 2000' in a likely spot, but soon found that what little lift there was had formed a long way from the field and as he worked back the usable lift disappeared. A few tempting thermals, but none really with the energy to keep us aloft for long.

Once we were back on the ground, young Immanuel went flying with Instructor Izzy. They had to work hard initially to get established. However by the time the tower gave the ultimatum to land or stay up, as an RNZAF Orion was approaching from Wairarapa, they were in enough lift to stay put. Once the Orion landed they worked through a set of planned exercises, including some stalls, before the lift finally left them and they were back on the ground. Around this time Tony took off in his PW5, hoping to make use of the lift that Izzy had identified, and getting a flight of over 30 mins, good going for the day. Next up in the twin was Kaemon. He has done some glider flying through ATC but not at Whenuapai, so this was largely a familiarisation flight, although he was able to do much of the flying. Again we did find a little lift, although not enough for a sustained flight. Then it was Rahul, back in the air for another good, if short flight. Good launch and landing, one or two small thermals attempted, and overall a satisfying bit of flying.

During this time, Kazik went for a flight in our PW5, just managing the longest flight of the day at 35 mins.

Final flight of the day was again Connor, this time taking a higher launch to allow more time to practice his aerotowing technique. Conditions were bumpy for this. However he managed much of the tow successfully, and was certainly settling into things as we gained height. Sadly, after release we were only able to find small patches of lift, and while Connor worked at them we were slowly coming down throughout. All good practice, and with a good circuit to finish off with a successful flight for Connor. We arrived at the hangar at a little after 3 to find people slowly cleaning things and packing them away.

Overall a good day despite the poor conditions, with a total of 8 glider launches. By 4pm, with Ray, Andrew and Derry still working on their shiny glider, many others were settling into the club rooms for a session of debriefs and storytelling.

## **SUNDAY**

*Nothing, we are back in level three lockdown thanks to some folks who think self isolate until you get an all clear result means go to the Gym, mall shops and work. There need to consequences.*

## **GLIDER DAMAGE VIDEOS**

Further to this I had an email from Roger Read noting they had an Astir with similar damage

*Andrew Fletcher kindly sent these to me. There is some interesting and scary stuff in here*

<https://youtu.be/ZXjTaGjS3j0>

<https://youtu.be/1R5k0FC2a-E>

**SPRINGHILL IS ACTIVE AGAIN** *Jonathan Pote writes*

The airfield at Springhill is active again under new ownership and the Northern Aviators Club held a fly-in there last Saturday. Whilst the runway was always there if we had to land out, it is nice to have it active again. That in turn means there might be other aircraft in the circuit, so keep a good lookout if forced to land-out there.



Tim Harrison, the new owner, is not only a professional pilot, but also a glider pilot. Whilst the airfield is prior permission only, Tim of course knows the only voluntary aspect of a land-out is the prior take-off. I left an open invitation for Tim to visit us at NZWP.

## **12 WAYS TO PRACTICE CROSS COUNTRY WHEN STAYING LOCAL**

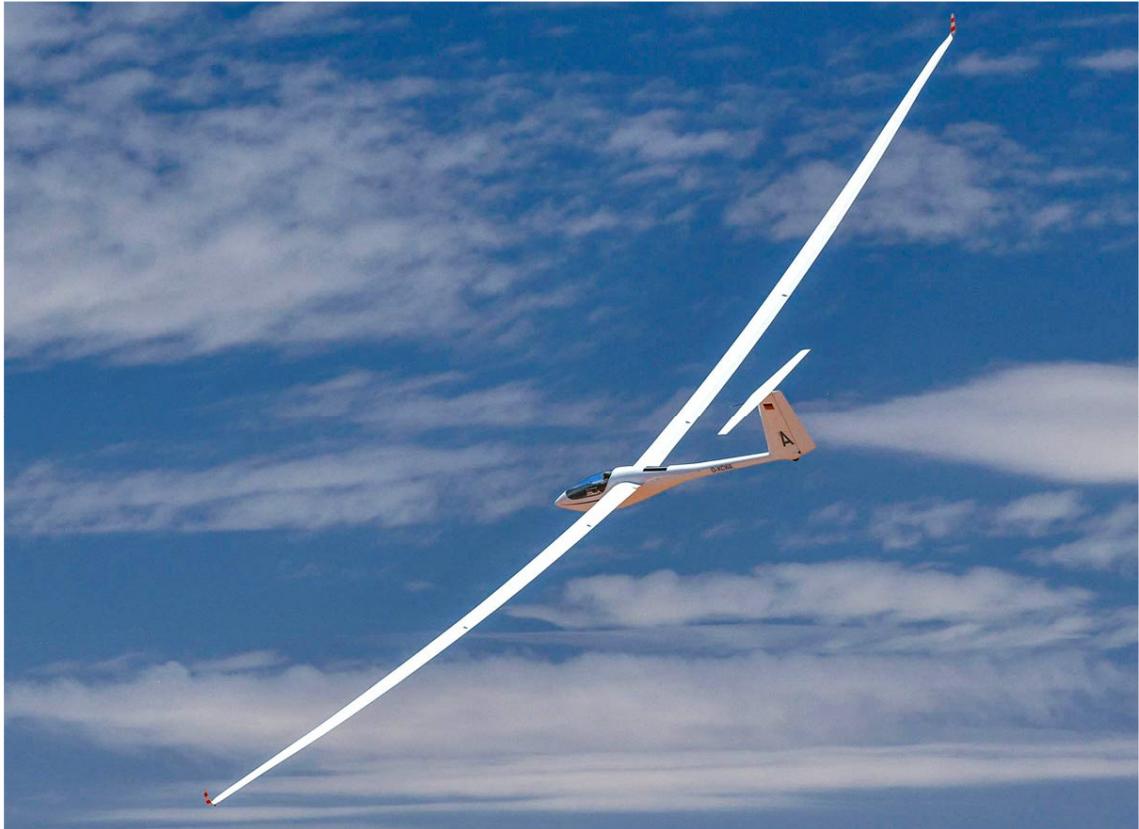
It happens all too often when we find a day where there are good soaring possibilities or life gets in the way which doesn't allow for cross country. Too short a soaring window, restrictions on the sailplane because of club requirements, the wind is too strong, you're not feeling up to it, etc

Rather than just aimlessly flying around the local airfield, some of the below items can be practiced so that when you do fly XC next, you are better prepared. Always remember, you cannot get better or develop your skills unless you practice!

1. One of the biggest factors in going faster or just enjoying your flight more is simply, centering thermals quickly. Speak with a local coach or trusted friend, find a small number of systems, and develop them to a high standard. Always use 35° of bank or more. Practice using the turn direction that you least prefer. Once you've found a climb, airbrake down and see if you can hook it and center it quickly from lower down. However, be sure to keep your situational awareness up and not to cause a conflict with the local traffic pattern.

2. Work on your cloud selection, note your success and failures, try to remember a way to recognize the best working clouds. This can be done too while on the ground at work looking up, or driving enroute to somewhere.

Watch the cloud development and its cycle, work out which ones are beginning their life, at their peak, and naturally, dying.



3. Is there an inversion on this day? If so, be aggressive in leaving the thermal as soon as it weakens off, go find another one and work on point number one again!

4. Are you confident with airspace and going right up to its limits without busting it? Create a practice airspace file with a 5000' lower limit on it within 20km of the airfield. See how close you can consistently go to it, without infringing it. Learn how close you can go, get to trust your [flight computer](#) numbers vs the scoring program.

5. Reading clouds, try to learn where to consistently find the lift. If the wind is increasing with altitude, then you'll find it on the windward side. Decreasing with height, then it'll be on the lee side. How will the sun affect where to find the lift? Then work on point one again!

6. If there are other sailplanes in the area, practice joining them. Ultimately you want to join with efficiency, but without scaring yourself or them! Always be predictable and most importantly, fly in a way at which you'd like to be thought upon, respectful and professional.

7. Final glides, this can make a huge difference in your overall speed on the day. I set a 500' safety height when it comes to these practice days, then run into the airfield. It gives a small amount of nerves but gives lots of safety, plus height to practice a low save before you go out and try again. Naturally on the last final glide of the day, practice right to the usual min finish heights - you'll be faster because of your practice, but for sure you'll get more nerves, which of course you need to practice dealing with too!

8. If cloud streets develop, practice using them. Try flying at different MC settings and note the results. If you're fortunate enough to be practicing with other gliders, see who can do it with the least amount of height loss, see who can do it the fastest, or with the least amount of risk.

9. Glider tuning, it's another important part. Perhaps you could use your day to try a different CG, either full aft or full forward, what does it feel like? How did it affect the performance and handling?

Work on water ballast dump tests/timing. Tuning the vario's so there's no stick lift? Compare your vario readings with others, etc.

10. Look for shear wave, it's there more often than you think. Do you know how to find it in the first place? Check out all the sources, not the appearance of the clouds and where you found the thermal wave. They also occur on blue days! Visualize the method you used successfully and repeat them in the blue.

11. Practice 500m beer can turnpoints, see how often you can get the least amount of data points in each sector. You'll save 1km of distance each time, equaling more speed. Also, practice a 1.5hr AAT, but do it twice - that way you can learn how to judge your timing twice in a day.

12. When you do come into land, make it a spot landing, just as if you were landing into a difficult field. What if it had a power line you had to go under or over, 30m high trees like around Taupo?



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.

AGC reports that visiting UK glider pilot Matt Sheahan has put out a clip on his YouTube channel "Planetsail" titled Turning and Sea Breezes, shot whilst flying BI above Drury, in which he draws dissimilarities between turning aircraft vs America's Cup AC 75's. You can see it at [https://www.youtube.com/watch?v=OW\\_qPDPQeSc&feature=youtu.be](https://www.youtube.com/watch?v=OW_qPDPQeSc&feature=youtu.be)

He also shows the local sea breeze effects. A good promo for the club.

## **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.*

*Someone has been an America's Cup Course Marshal instead of gliding. Acting as a Mark Boat for the SuperYacht Regatta*



## Duty Roster For Feb, Mar 21

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