

WARM AIR 11 Nov 17

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Towing: Jamie Wagner

Duty Pilot: Vlad Brijacek

Sunday

Instructing: Rex Carswell

Towing: Fletcher McKenzie

Duty Pilot Joseph Dickson

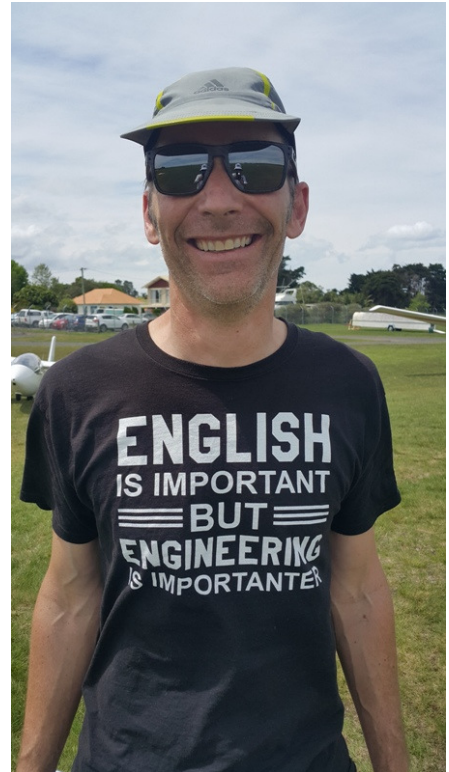
MEMBERS NEWS

SATURDAY *Instructor Lionel Page found his kids crayons*

The weather forecast on Friday, showed rain, rain and more rain on Saturday. I missed an email from Issy about the scouts and if it was still on. I did however see it at 5.30am and quickly checked the forecast.

It looked worse than before with quite heavy rain right from 8am throughout the day, so I made the call and cancelled the scouts. I had to go out to the club anyway so arrive at 8.30am in case I had left the cancellation too late. The airfield was barren and deserted - nothing moving....but the sky was relatively clear with some blue patches - perfectly flyable. Eventually Ray popped in to drop off

some paperwork and then Tony, who had to go again soon. At about 10am a little localised drizzle started...and ended. I then decided to can the day as the forecast (if you believe it) still showed rain arriving shortly. Turns out the rain and low cloud did arrive about midday. The fleet would have got wet...if we had taken them out. In short - not a flying day.



SUNDAY *Ivor Woodfield does the honours*

After a grey and wet Saturday, and contrary to many forecasts, the sun was shining when I set off for the field, with patches of blue sky in evidence. I got to the gate to find Neville and Duty Pilot Geoff Leyland already there, and by the time we got the hangar opened several others had also arrived. It was clear we would be able to do some flying, although cloudbase did not appear all that high, so we set up on O26 and got ready.

First up was tow pilot Jamie who needed to complete a few circuits in RDW, giving me time to brief Matt Moran who was keen to complete a check flight prior to taking his first flight in our PW5 - GVF. He flew a well executed launch and circuit, and finished with a good landing, so was clearly ready to move to the

single.

However, Jonathan Pote was scheduled to fly it first so Matt was able to check any last minute issues before it came to his turn. At the same time Tony took to the sky in GMP and a short while later Roy Whitby and Neville Swan went up for a short flight in GMW. The sky looked reasonable although the lift was certainly not easy to find. GVF was soon back on the ground for Brendan to try his hand as some soaring, only to find himself getting low quite quickly and needing to return to the field. In the event Tony found the best of the lift having launched early and went on to claim the longest flight of the day at just under the hour. Next up was Geoff Layland who was keen to focus on circuits and landings, so he opted for a couple of 1000' circuits, in between which Matt took advantage of the gentle wind now blowing from due west to attempt his first solo in GVF, which he flew well. A good take off and a great landing accompanied the longest airtime in GVF to that point, which was a great effort..

While this had been going on, Isabelle Burr had gathered a team and managed to rig GIV, hoping that it would be able to make good use of what little lift there was. While she flew off in that, I went up with Rahul to hunt for lift and get a feel for the sky, following which Rahul went up solo in GMW and had a great flight despite finding little or no lift, with a good launch and landing. Jonathan then took off again in GVF, and inspired by his apparent finding of some lift, Izzy tried again in GIV. Sadly Jonathan had apparently found the only little bit of lift there was, and Izzy released at only 1500', meaning that she was back on the ground all too soon.

The last two flights of the day were again circuits by Geoff, consolidating all he had practiced earlier. With really good launches on both flights, and good circuit planning and execution, he also managed to demonstrate good accuracy on his final flight choosing a slightly different aiming point and landing exactly where he planned to with good speed control and a short landing roll.

Overall, a good day's flying despite the weather not looking all that good, and there being very little lift all day. We managed a total of 15 flights, totalling over 3.5 hours airtime. The day finished off with a good wind-down and story telling session before we all packed up and left the field around 1630.

COMMUNICATION

Nice white gliders are hard to see. Both Power and glider traffic have a great deal of difficulty seeing where we are. Even we struggle between ourselves. We need to do something extra. That something is to use the radio to communicate where you are and what you are going to do. The most obvious place for this is around the airfield where there is more traffic than you will find further away. Tell people where you are and what you are going to do.

The important thing here is short and sweet, clear and to the point. Figure out where you are and think about what you are going to say before you press the transmit button. There are lots of standard phrases and formats to keep these messages short and sweet. The main formula is:



Who am I calling (Like "Whenuapai Traffic" or "Whenuapai tower')

Who am I (Glider Mike Whiskey)

Where am I (Like what is underneath me not what I can see in the distance and how high)

What am I going to do (like join downwind for 26 Grass).

Other pertinent information, (Like I am low and need to sneak in front....(CFI has some words about that one in the next article))

Around the circuit we need to make sure we make the right calls at the right time. Two are important, downwind and finals. The first tells everyone you are in the circuit and Finals tells people you are about to land. We can add others like Base leg, late or early for downwind, and Short finals once we are over the fence. These all serve to make sure other traffic in the area know where we are at all times.....like folks who start their take off roll not knowing you are about to touch down beside them.

The calls are important, make sure you do them right.

CFI CORNER - CIRCUITS

I notice an increasing number of low turns on to finals.

The purpose of the circuit is to facilitate a safe landing. Part of that includes establishing yourself on finals with time and space to establish a controlled approach to your selected touch down point.

Time + space = options.

If you have started your circuit at a reasonable height (800 feet AGL abeam the end of the upwind threshold) then most of the time you should be able to position yourself on finals at 300 feet AGL. If anything goes wrong in front of you, you now have a variety of options at your disposal.

Yes, occasionally we might encounter severe conditions that mean we need to alter our circuit. We must always fly to the conditions. Keeping the a/c approximately 30 degrees to the runway is an excellent method of ensuring we don't run out of options in the circuit.

Having said that I have a concern that there are too many low circuits caused by poor circuit planning. Be clear in your mind where you want to be at what height in order to establish yourself in the circuit at the right starting place at the right height. Always be conscious of the wind speed and direction and how that will affect your ability to make a good circuit.

UPCOMING DATES

6th to 11th November Central Plateau Competition—Taupo <http://www.taupoglidingclub.co.nz/central-plateau-contest-2017.html>

25th November to 2nd December Northern Regional Competition - Matamata
<http://msc.gliding.co.nz/events/msc-northern-regionals-matamata/>

26th December to 5th January Christmas Camp - Matamata

1st to 5th January MSC Cross Country Course <http://msc.gliding.co.nz/events/xcountry-course-jan-2018/>

The Cross Country Course is a great way to get into X country. You get to fly alternate days Dual with experienced instructors and solo with great lessons and a certain chance to get your confidence up. Well worth doing and highly recommended.

5th to 13th January Club Class Nationals and Audi Enterprise Competition - Drury
<http://msc.gliding.co.nz/events/club-class-champs-audi-enterprise-contest-2018-drury/>

17th to 24th February Central Districts Competition at Waipukurau

The South Island Regional Glider Races **Omarama 2017**

“Encouraging first-timers to become champions”

18 to 25 November

Open Class (handicapped) for the real experts
 Racing Class (handicapped) for not so experts
 Two seat and single seat coaching
 Social schedule for pilots, crew and families
 Cook Strait Ferry subsidies
 Youth Glide Scholarships
 Aussie's welcome!

Omarama Gliding Club, CD:Clive Geddes, Tasks:Gavin Wills
 Details: Facebook, GNZ website or clivegeddes@xtra.co.nz

Duty Roster For Oct, Nov, Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Nov	4	S FOREMAN	L PAGE	R CARSWELL	-Titirangi Air Scouts Rain Day
	5	G LEYLAND	I WOODFIELD	J WAGNER	-Titirangi Air Scouts Rain Day
	11	V BRIJACEK	P THORPE	J WAGNER	
	12	C DICKSON	R CARSWELL	F MCKENZIE	
	18	B MOORE	S WALLACE	D BELCHER	
	19	I O'KEEFE	R BURNS	P THORPE	
	25	M MORAN	I WOODFIELD	C ROOK	
	26	T O'ROURKE	R CARSWELL	D BELCHER	
Dec	2	R BAGCHI	P THORPE	G LAKE	
	3	K PILLAI	R BURNS	R CARSWELL	
	9	P SCARBOROUGH	L PAGE	C ROOK	
	10	J POTE	S WALLACE	D BELCHER	
	16	T PRENTICE	R CARSWELL	C ROOK	
	17	R WHITBY	S WALLACE	F MCKENZIE	