

WARM AIR 10 Feb 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Ray Burns

Bank Acct 38-9014-0625483-000

Towing: Jamie Wagner

Duty Pilot: Ian O'Keefe

Sunday

Instructing: Peter Thorpe

Towing: Craig Rook

Duty Pilot Isabel Burr

MEMBERS NEWS

SATURDAY Ivor Woodfield reports

Saturday was forecast to be wet at times, and so it was. As I left for the field light rain was falling although there were breaks in the cloud. On arriving at the field it was clear that cloudbase was very low. Around 1000, I had a chat with Tow Pilot Peter, and at the same time, Roy Whitby and Tony Prentice turned up at the field. By now there was blue sky in patches and a little sun was breaking through. We opened the hangar and discussed flying matters for a while. However, it became clear that the clear sky was very short lived, and the cloud base appeared to remain below 500'. After finishing a few activities, at around 1130, and with rain now falling steadily again, it seemed clear that no one would be able to fly. Therefore we sadly opted to lock up and go home without having done any flying.



SUNDAY *Instructor Lionel Page scribbles.....*

Sunday started with me going for a 10km run (huh???) as the weather forecast showed lots of rain. Half way into the run the weather looked OK so I rushed back home to get ready and out to the field. Thinking that I would be late - I texted Towie Graham Lake to let him know that I was running late (he was running even later and did not get my text....) I arrived at the gate to a desolate airfield. Roy Whitby arrived shortly afterwards and we decided a coffee was on the cards. Tony Prentice and Graham and Rahul Bagchi arrived a little later and the normal gas bagging began. Once a decision had been made that there was unlikely to be any flying, Graham gave RDW an oil change. No flying, we packed up by about 1pm.

MONDAY *Peter Thorpe's turn*

Just Joseph Dickson as our punter who did a dual check and Ray Burns promptly sent him off on his first solo. He went to 2000ft flew round for a bit, did a good circuit and a nice landing stopping in front of the caravan. Mum Clare was there to see the big event. Well done Joseph. As usual we packed up in the rain and the moment we closed the Hangar doors the rain stopped and it was brilliant sunshine with Cu popping off by 4pm.

Ray Burns version..... The weather looked quite flyable with a light breeze down from the NE when Joe and

Clare and I towed the twin down to the launch point.

I gave Joe a briefing on the way down so we were quite quickly in the air to do the last flight in the pre-solo syllabus and a check flight.

Joe flew particularly well so off he went on first solo. He made a great job and of it. Congratulations Joe.

There was a few spots of rain just as he landed which quite quickly turned into a fairly torrential downpour. We all sheltered in the Caravan and with Wx showing no promise of easing we eventually towed everything back in the rain. We got it all dried and put away just in time for the rain to stop.

Two flights for the day, but one was momentous for Joe, so a good effort.



TUESDAY Instructor Rex Carswell

Following three days of frustrating weather, this day was looking much better. I arrived at the gate on time - not that anyone would have noticed - nobody was there. However it wasn't long, and the fleet was soon extracted and prepared for set up on grass 26. A good 15 knot sou'wester was with us and the cumulus cloud was looking inviting.

First flight was with Kazik Jasica in the twin - a launch to 1500 feet - a bit of thermaling - then plan and execute a good circuit. Kazik flew pretty much all of the 15 minute duration. Peter Thorpe rocked up, as he had arranged to fly an experienced visiting pilot to our shores. They launched and disappeared for half an hour. Peter reported good lift and had been up at 3200ft. Meanwhile Roy Whitby and Tony Prentice launched in the singles. Roy, in GMP, was having another crack at the local triangle - can't remember the words he said - but he was away for half an hour none the less. I didn't quiz Tony about his flight - he was back in 14 minutes.



Kazik took another launch with me in the twin. A very pleasant 38 minute flight was achieved off a 1500 foot tow. His confidence and achievements are growing. It was very pleasing while at 3000ft watching Toni Thompson launch in GMP, release, and ultimately join the same thermal as us (see photo).

A good 36 minutes for Toni. Graham Lake rolled the mighty Libelle out and put some air under its wings for a 20 minute sortie. Co-owner Ivor Woodfield arrived, but he

opted to fly GMP instead. In doing so, he had the longest flight of the day with a 60 minute flight.

Being Duty pilot does not mean being stuck with time keeping all day. Brendon Moore certainly wasn't going to miss out. We took to the air for a few exercises of 'judgement' with his altimeter covered over. Suffice to say, the flight went well - good judgement demonstrated.

Final launch of the day was another with Kazik handling practically all the take-off and aerotow - and most of everything else. Good progress Kazik.



In all, 10 flights for the day, which will have pleased towie Ruan Heynike as well. All packed up and departed the airfield by 4:15pm.

FROM THE TREASURY....DEMANDS WITH MENACES

On a more serious note - just a reminder that the final installment for subs are due by the end of this month (February) and the flying privileges will be revoked if they fall overdue - no payment - no flying. (We need to do this as we really do not want to be chasing subs.) Any queries - please contact Lionel (lionelpnz@gmail.com or 021 534103)

TURN WHILE YOU ARE IN LIFT ~ Garret Willat

I spent the day with a student from MN and he got to experience some wave, it was small and we only climbed about 700ft above release, but it was better than landing so it was a win, and it was mid January and we are flying.... Most of our day was climb 50ft loose 30.... it was a slow climb. The average climb rate would be better if we could climb the entire time, so let's avoid losing 30ft each time. To do this it requires less exploring and turning back around while we are still going up, not waiting for the vario to drop off to zero. If you wait to zero to turn around you will probably start losing as you turn, however if you are too far upwind or downwind you do not know because it is sinking everywhere at this point.

If you turn around once out of the lift how do you know you didn't drift upwind or downwind? As you turn around you won't find it. You might be upwind or downwind or just beyond the lift and slowly returning to the area because you went too far. It is a guess when trying to re-intercept the lift.

We can use this same theory when on the ridge too. No reason to run the entire length if the strongest part is on the north 1/4 of the mountain. Work smaller figure-8's in that area of strongest lift to continue to climb the entire time.

It is very difficult to gain altitude but very easy to lose it.

Now let's think of a task, OLC (Onlinecontest.org), TAT (Turn Area Task), even US AST (Assigned Speed Task, because the area is large enough). Turn while you are still in the lift. If you are nearing where you are planning on turning and you find good air, whether its blue or under the clouds, it makes the most sense to turn around while you are still in lift. The extra little distance probably will not be a gain based on the extra altitude lost by going through the same sink twice. You would do that deviation towards lift if you are halfway down the course-line.

If you turn while still in the lift you can slow down, do your pull up turn your heading and accelerate on your new course all while going up. If you wait a few more seconds you then are doing all of that in the sink. In newsletters from before you want to do the initial acceleration in the lift not the sink.

Mentally you are starting that new leg in lift!!! You're awesome!! Changing a leg, the sky will look different, you have been looking at the clouds with a particular sun angle and wind angle. Normally it takes a little bit to re-adjust and become comfortable to this new sight picture. Starting it off at cruising speed and climbing is a great way to start. Starting it in sink and having just lost a lot of altitude.

Plus you're higher so clearly your xc speed is better. You might be a little less mileage but you have a faster speed. However there are times when this doesn't work. There might not be lift as you near the turn or you are just turning based on distance on the GPS. Also if you are going to be under-time on a TAT, which is really a distance day and not a speed day you might need every last foot of distance.



Duty Roster For Jan, Feb, Mar 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jan	20	S HAY	S WALLACE	J WAGNER	
	21	T THOMPSON	P THORPE	F MCKENZIE	
Auckland Anniversary	27	R WHITBY	I WOODFIELD	R HEYNIKE	
	28	K BHASHYAM	R CARSWELL	C ROOK	
	29	R STRUYCK	L PAGE	D BELCHER	
Waitangi Weekend	3	S FOREMAN	I WOODFIELD	P THORPE	
	4	C DICKSON	L PAGE	G LAKE	
	6	B MOORE	R CARSWELL	R HEYNIKE	
	10	I O'KEEFE	R BURNS	J WAGNER	
	11	I BURR	P THORPE	C ROOK	
	17	T O'ROURKE	I WOODFIELD	F MCKENZIE	
	18	R BAGCHI	L PAGE	P THORPE	
	24	J POTE	S WALLACE	G LAKE	
	25	R STRUYCK	R BURNS	R HEYNIKE	
Mar	3	R WHITBY	I WOODFIELD	J WAGNER	
	4	C DICKSON	R BURNS	R CARSWELL	
	10	I BURR	P THORPE	D BELCHER	
	11	S HAY	R CARSWELL	C ROOK	
	17	T THOMPSON	S WALLACE	F MCKENZIE	
	18	S FOREMAN	L PAGE	D BELCHER	
	24	K BHASHYAM	I WOODFIELD	P THORPE	
	25	R STRUYCK	R BURNS	G LAKE	