

WARM AIR 10 Mar 18

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: Izzy Burr	
Sunday	Instructing: Rex Carswell	
	Towing: Fletcher McKenzie	
	Duty Pilot: Simon Hay	

MEMBERS NEWS

SATURDAY Instructor Ivor Woodfield...

The day was quite overcast, with a strong N to NE wind which increased by over 10 Kts before 2000'. So some good crosswind flying, together with possible shear and disturbed air behind the hangar on launch would make for some challenges for those wanting to fly.

I arrived at the field with a couple of ATC members who had come to check out the new concrete base in the red hangar. A long chat about what they were planning, by which time people had started arriving, initially Duty Pilot Roy Whitby and Tow Pilot Jamie Wagner. It was to be Jamie's last day on the towing roster as he is moving on to more flying adventures elsewhere.

We decided to move down to the 08 threshold with just the caravan and GMW as no one seemed keen to get up in a single. They could always be collected later as required.

First away was Kazik Jassica, who found the flying more challenging than anything encountered to date. However he was definitely up for the challenge and demonstrated some good flying despite not finding any usable lift. Next away was Clare Dickson who opted to fly a standard circuit which she flew well throughout.

Next up was Rahul Bagchi, who decided to take a check flight before deciding whether to go up solo. The weather was definitely providing some challenging conditions around this time, and despite having a successful flight he decided he would wait for another day to go solo. A short lunch break next, during which it was decided that no-one wanted to fly the singles and we would work with just GMW.

After lunch Joseph Dickson decided to test his flying skills by flying a good circuit and landing. We discussed the challenges with the crosswind and the shear on approach, and went up. He opted for a 1000' release and came off in a little lift which he decided to try climbing in. After a slow start, and some persistent thermalling, we found ourselves over 2500'. Shortly after that, the tower announced an arrival, and gave the option of staying up or coming back. As we had had a full flight Joseph decided to return, giving the opportunity for some fast descent exercises. He joined the circuit and demonstrated a very good landing, handling the crosswind and the shear well. Kazik then opted for one more flight after which no one else was wanting to fly. We released at 1000' with this time no sign of any of the lift encountered on the previous flight. In fact we ended up getting low in the circuit, with sink following us all the way down. So a short final flight, and a good example of how things can change from flight to flight.

Just as we were packing up, Tony Prentice arrived with his recently acquired glider, so that provided a welcome distraction to end the day, followed by a chat/debrief session around the fridge.

Overall just around an hour's gliding in total, over 5 flights. Thanks to Jamie for the towing, and all the very best with the new role. Thanks once again to Neville Swan for keeping everything going smoothly, together with Duty Pilot Roy Whitby and others who were there throughout the day.

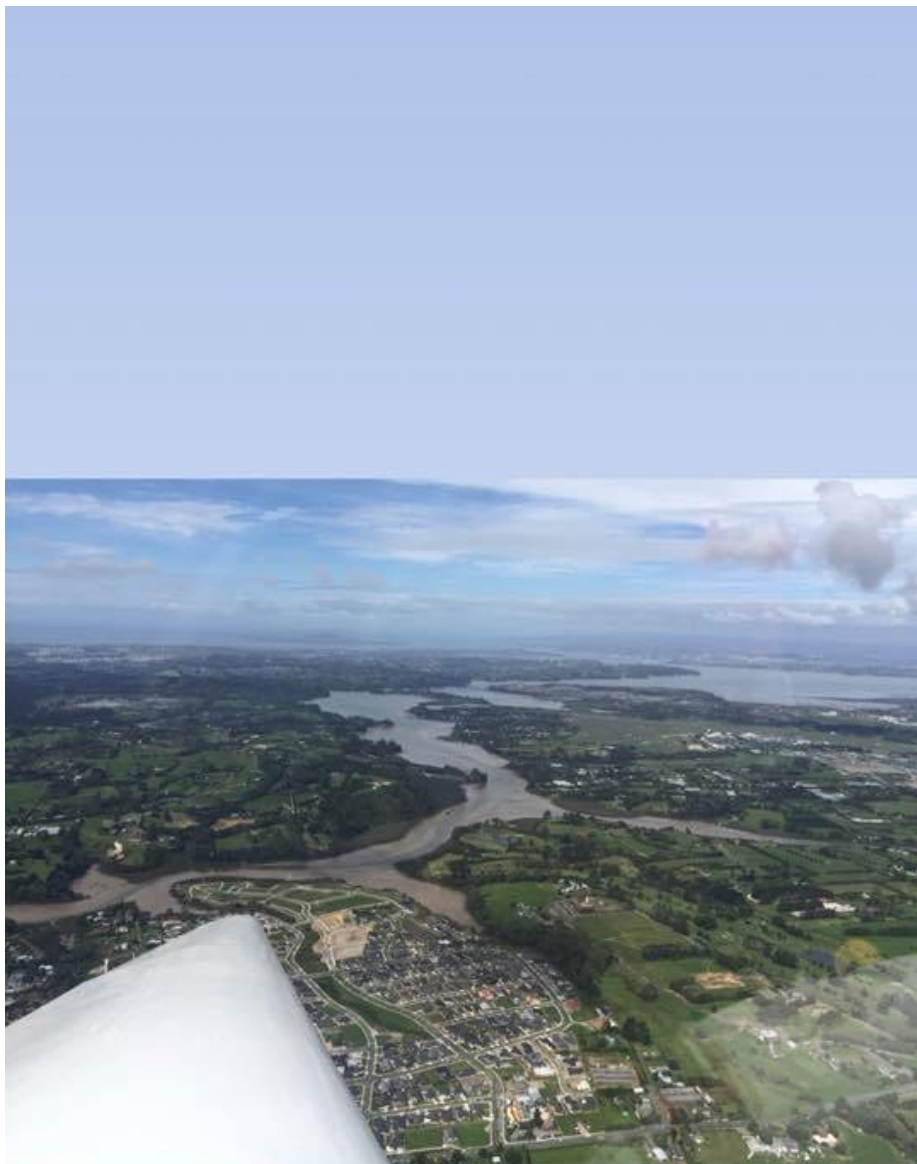
SUNDAY Instructor Ray Burns

The high winds from the week gradually eased over the weekend and by Sunday we were "down" to 12 Knots on the ground and 17 at 2000'. Both from about 045. While there was lift about it was going to be one of the days that made it difficult to use.

The keen and hardy (i.e. Kazik Jassica, Geoff Leyland, Clare Dickson, Joe Dickson, Brendon Moore, Matt Moran, Roy Whitby and Rahul Bagchi) were all keen to give it a go.

We were all setup and ready to go with Geoff and I going for a "snifter" at 11:53. The conditions were much as expected. Good strong sink in between the difficult-to-use thermals and very slow ground speed into wind.

After a team briefing on the conditions, we were into it. I did dual flights with Geoff, Kazik and Joe. Rahul, Matt, Brendon and Roy all attacked the singles. Steve Foreman & Aida graced us with their presence and took the last flight of the day.



Line Honours went to Brendon with 27 minutes. Yup, it that kind of a day!

UP COMING EVENTS

24 March 18 5 Squadron ATC flying with us

14 April 18 Piako Gliding Club celebrating 60 years of Gliding at Matamata

TARGET FIXATION - Garret Wilat

Following along from last week's adventures of lawn-darting. A topic to consider is you will hit what you look at.

This goes back to when you learned to ride a bike, when you see a log on your path and you keep looking at it, you generally hit it. Those of you that drive motorcycles know about pot-holes and other obstacles have the same attraction.

The same thing happens when flying. When I watched my student's head look down to some point on the ground, he dove for it and hit it. Another reason I continually remind the student to look at the horizon. I can generally attribute my own less than beautiful landings to some distraction on the runway ahead of me and losing focus on the horizon. Generally using the excuse that I wanted to test out the bungees on the Super Cub landing gear isn't believable.

Students do this a lot on landings, they look at their aim-point. I teach to look farther down the runway earlier. A lot of times a ballooned landing was the result of a last minute realization of staring at the target and quick reaction to not impact the ground at a high rate of descent.

I see the same issue when on tow. When the student starts to focus too much on the towplane and forgets about the horizon, their bank angle, nose attitude, etc. They end up way out of position and confused on how they got to such a steep bank angle. I remind them they are in a separate aircraft and pay attention to their bank angle and the horizon, and not stare at the towplane.

When thermalling target fixation becomes an issue. I had a student watch over his right shoulder at the glider above and behind us. As he did this he pushed down with his right foot and back and left with the stick. Thankfully our lesson before was a spin lesson as we got the 2-33 to fully develop before he looked straight ahead again.

One of the radio calls when I had my Nimbus 3 was "W5, do you want to use your parachute?" After later talking to him he said he was watching me as he entered the thermal and just kept watching me as he got closer and closer and watched my wingtip as he passed by it.

You should glance at traffic, but continue to look around for other traffic and also look at where you want to go along in the same thermal track. It is crucial you do not get target fixation on one item and continue to scan.

DUTY ROSTER MAR 18

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Mar	3	R WHITBY	I WOODFIELD	J WAGNER	Jamie's last towing day
	4	C DICKSON	R BURNS	R CARSWELL	-
	10	I BURR	P THORPE	D BELCHER	
	11	S HAY	R CARSWELL	F MCKENZIE	
	17	T THOMPSON	S WALLACE	C ROOK	
	18	S FOREMAN	L PAGE	D BELCHER	Power Section AK Area fly in
	24	K BHASHYAM	I WOODFIELD	P THORPE	5 Sqn ATC
	25	R STRUYCK	R BURNS	G LAKE	