

WARM AIR 3 Mar 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Jamie Wagner	
	Duty Pilot: Roy Whitby	
Sunday	Instructing: Ray Burns	
	Towing: Rex Carswell	
	Duty Pilot Joseph Dickson	

MEMBERS NEWS

SATURDAY Instructor Ray Burns has first say....

Another great day. Jonathan Pote opened up nice and early (thanks Jonathan) which meant I took a bit more leisure over my bacon and eggs.

Kazik Jassica was already there when I arrived and slowly but surely the troops arrived. The gliders were extracted and DI'd while Neville Swan and Roy Whitby did a grand job of mounting the fire extinguisher on the fuel store. I think that is the last step in making it all shipshape and Bristol fashion.



Kazik lead the march to the air at 11:45 from 26 followed by a trial flight for his son Piotr. Piotr and I had a great flight climbing to cloud base at about 3700. We had leisurely jaunt around the surrounds and Piotr got to experience all the joys of flying and thermalling and thought it was not too bad at all (I can't remember his actual words but they were considerably more effusive). By the time we came to land the wind had veered around to the west so with the assistance of the controller we chose to land on 08.

Shortly thereafter the singles a sequence of launches and, approx. 1 hour flights for most of the members present including Toni Thompson, Rahul Bagchi, Joe Dickson, Simon Hey, Kishan Bhashyam and Tony Prentice. Joe's flight was his third solo and was 45 minutes long. We did the oral questions over a beer completing his A cert and signing off the 30 minute soaring flight. - Well done Joe. Longest flight went to Kishan.

Towie Graham Lake adds to the tale..... Great tow they said. It was easy, there was lift everywhere. Tony released at 2000ft by the airfield and was at 4000ft by the time the towplane landed. Ray and Joe got to find out what happens when you want a 1000ft tow, stick a finger in the air and dont make sure the towie actually saw the signal....yep they go to 2000ft. They did jump off at 1500ft in great lift and got a decent flight instead of the circuit they had originally planned.

The wind could not make up its mind, 26, 08 back to 26 and for much of the day we had windssocks pointing at each other, tail wind for landing but header for take off, both ends. Clare got a quick lesson in driving the yellow tractor and towing the caravan then got to relocate the ensemble to the other end.

Well done to Toni Thompson for getting a piece on gliding in the latest Air Force News.

Well done Joe, A cert all signed off.

12 flights for the day.

SUNDAY

Sunday was a convergence day, albeit a large but moderate to weak convergence that was a bit tricky to get established in at times. Once you were in it and up though it was good to just over 4,000' and seemed to stretch a long way north.

In terms of pax flights though it was a busy day with three of them to be squeezed in between students Rahul Bagchi, Rudolph Struyck and Kazik Jassica. Rahul was the first flight of the day to get his first BFR, Kazik took a couple of flights to consolidate on his circuit training and Rudolph was just up for a refresher.

We were also blessed with the inimitable presence of John Restall who was trying our twin on for size. Single flights were Roy Whitby in MP, Tony Prentice, Brendan Moore and Rahul in VF and Jonathan Pote with a couple of flights in LX. Time honours go to Brendan in VF with a flight of 106 minutes. All in all a nice busy end of summer day.

JAMIE IS LEAVING US

Towie Jamie Wagner has left the Air Force for new career as a professional pilot. He has found employment with Fly My Sky. This weekend will be his last as a towpilot with us. All the best Jamie, thanks for being one of our towies.



THE EVER DANGEROUS GOLF CART/TRACTOR/CAR TOW by Garret Willat

It was brought to my attention that even more difficult than the aero-tow is towing the glider back with a golf cart. Following are my "golf cart tips for dummies" that might seem obvious, but are based on mistakes that have all been done before.

- Make sure the rope is long enough, generally over half the wingspan of the glider. This ensures that when (not if) you get way out of position, you will not hit the golf cart with the wingtip.
- Only tow the glider at a walking pace.
- Do not stop the golf cart suddenly. Slow down gradually or the glider will continue to roll into the cart.
- If you do stop too quickly, move the golf cart forward just enough to not get hit by the glider, while not pulling the glider further. Or be prepared to get off the cart to stop the glider from rolling.

- The glider has a longer stopping distance on asphalt than grass.
- The wing walker is steering, but they can't stop the glider from moving. If you stop too quickly, the opposite wingtip will swing around and hit the golf cart.
- Advise the wing walker to use the shadow from the rope to assess alignment.
- If you need someone to stop the glider, they should be on the nose.
- The golf cart driver needs to be constantly scanning his/her surroundings while also keeping an eye on the glider.
- Clear the runway carefully, but quickly. Dawdling then rushing to clear for landing traffic might end poorly for the nose or leading edge of the glider.
- Once you have moved the glider with the golf cart, unhook the glider. Someone else may jump on the cart, not aware it is still hooked up to the glider.
- Don't hold back on the wingtip to make a direction change. Push down on the nose or lift the tailboom.
- Lock the canopy before moving. Actually just lock it anytime it's closed.
- Don't reach through the vent window to grab the tow-release. A shirt or arm applying load to the vent rails might crack the canopy.
- If there is a tailwind, the glider might not stop as quickly as you expect. If you landed long, then you will probably be towing back with a tailwind.
- Towing downhill makes it easier for the glider to catch the golf cart.
- Make sure the golf cart is off so it does not run away into a parked glider.
- Have forward and reverse clearly identified. Golf carts seem to jump about 6 inches when you step on the pedal and you do not want to be moving in the wrong direction.
- Do not tow with the wheel brake on or dragging, as the picture above could be you.

If anyone has a good one I missed, please send them my way. There will be more unfortunate ground handling incidents next week.

While gathering examples of what not to do, the best outcome from mishandling of equipment that I came across happened to a current Commercial operator. A ground incident led the previous owner to deciding to sell and use the insurance money to front the current owner. The current owner now has multiple sailplanes and is going strong (measured by love and passion not income).

Duty Roster For Jan, Feb, Mar 2018

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