

# WARM AIR 5 May 18

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
<b>Saturday</b>	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Isabel Burr	
<b>Sunday</b>	Instructing: Ray Burns	
	Towing: Craig Rook	
	Duty Pilot: Simon Hay	

### MEMBERS NEWS

#### **SATURDAY** *Instructor Ivor Woodfield starts*

Rain was forecast consistently for Saturday, and rain is definitely what we got .. lots of it. I woke up to a steady downpour, and while it did threaten to ease for a while, when I drove across to Whenuapai a little later in the morning it was really pouring down. Absolutely no chance of any flying, and no-one called about getting into the hangar, so no ASC activities at all for the day.

*Towie Fletcher McKenzie not happy either.....* So the week started with an email security alert from the Warm Air newsletter database and resulted in the warm air being hacked once again by the weather gods, seems they found the schedule and saw I was towing again.

So instead of flying, I spend the day inside editing my new book, 81 Lessons from the Sky. Now available for Pre-order on Amazon (kindle) it goes live on my birthday, 22 June. I do have a gliding story, all General Aviation. "Everything we know in aviation, every rule in the rule book, every procedure we have, we know because someone somewhere died.... We have purchased at great cost, lessons literally bought with blood that we have to preserve as institutional knowledge and pass on to succeeding generations. We cannot have the moral failure of forgetting these lessons and then having to relearn them." Chesley Sullenberger

Learn from the experiences of others so that we ourselves may live longer.

Thank you weather gods.

#### **SUNDAY** *Instructor Ray Burns hits the crayons*

My dearest beloved and I had brunch at the Hobsonville Point Café on Saturday amid the teeming rain and discussed what Sunday might hold. "Well I won't be instructing with this weather.....". As I sat watching the Saturday night's rugby early on Sunday morning I could see the lightning storm occurring in the distant east, cementing my view of flying for Sunday. So what a surprise to find the dawn showed blue skies all around us and lovely, albeit windy day.

Derry and I arrived at the field about the same time and decided that morning tea was the first action that needed to be taken before any heavy lifting occurred especially seeing it was so unlikely that the conditions would continue ..... (You might think that by now I might have learned something - but no - onwards marched the pessimism).

About half way through the coffee Brendon, Joe and Clare all showed up keen to test their mettle and Roy and Tony were not far behind them. With potential of actual aviation occurring we started the RDW battery grumbling. Two minutes later a car was heard outside and comments were made as to the likelihood of that noise heralding the arrival of the new battery. Sure enough our "beloved leader" (tow plane division) arrived with battery in one hand tools in the other. While the glider was prepared and moved to the 08 threshold,

Derry and Graham sorted RDW and made our first launch at 11:41. Two circuits for Brendon and one each for Clare and Joe was about enough for the keen among us to experience all they wanted to experience of a stiff northerly blowing across the strip with all the "dynamics" that involved. Our last landing was at 1304 and we retired to the Hangar for some classroom work with Clare and Joe for another hour.



*Towie Derry Belcher found a crayon Ray had dropped.....After Saturday's weather and the forecast for Sunday sounding anything like a flying day, I had put my mind into what could be done on the home front, only to wake up on Sunday morning to what looked like a flyable day.*

*A quick squiz at the various weather forecasts raised doubts over it being fine with frontal activity on the chart, very high humidity, possible thunderstorm activity etc, but the rain radar showed the wet stuff all arcing around us and attacking the Coromandel, so a quick chat with instructor Ray and we agreed to meet at the field.*

*On arrival it was interesting to see the crash gate now has its own padlock... Apparently from what Ray tells me, the wooden gate may be left unlocked while we are operating but must not be left open.*

*It wasn't long before some keen folk arrived. Brendan, Claire, Joseph, Roy, Tony, and even Graham turned up just to help change the battery on RDW, which was accomplished without too much trouble. (how about Graham turned up with his tool bag and the new battery he had bought and Derry kinda helped).*

*Meanwhile, MW and the caravan etc had departed for the 08 end while Roy, Tony, and Graham gathered around a table in the hangar having morning tea.....(waiting to see if Derry could manage to start the towplane.....he did).*

*Once we got the show on the road so to speak, after sorting out a sticking throttle, Brendan and Ray did a couple of 1000 ft tows followed by another with Claire, then Joseph and Ray did the final flight to a hypoxic 1500 feet. By this time the sky was relatively clear...*

*With no one else wanting to fly, possibly due to the 90 degree cross-wind and the turbulence, it was called a day and the planes put away. A grand total of four flights for the day.*

## FLETCH'S NEW BOOK - 81 LESSONS FROM THE SKY

81 Lessons from the Sky. Now available for Pre-order on Amazon (kindle) (\$5.74). It goes live on my birthday, 22 June.

I do have a gliding story, all General Aviation.

"Everything we know in aviation, every rule in the rule book, every procedure we have, we know because someone somewhere died.... We have purchased at great cost, lessons literally bought with blood that we have to preserve as institutional knowledge and pass on to succeeding generations. We cannot have the moral failure of forgetting these lessons and then having to relearn them." Chesley Sullenberger

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### MAXIMISING YOUR L/D WITH WIND Garret Willat

For all of you following Adam Wolley's *Gliding Adventures*. He had a video after Day 1 at the Australian Multiclass Nationals. Interviewing Peter Temple the day 1 winner. Peter mentions his strategy to align his legs into and down wind. With a 12kph faster speed I think he made it work

G. Dale has some great illustrations in *The Soaring Engine volume 1* on what it will look like when the wind forms the thermals into streets. The day will do the same organization on blue days and well as cumulus filled days. If the air seems to be streeting with the wind you would want to run into or down-wind until you have lost it then head crosswind on course to try and attempt into another street where you turn back parallel the wind.

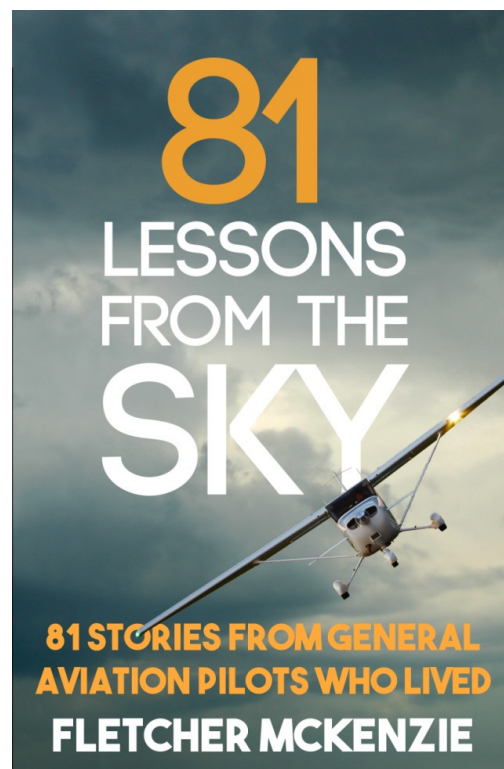
Your course line turns into a lot of dog legs as you are cruising on course. Sometimes the task setters will keep this in mind, it is especially helpful when you have a leg into the wind. If you are able to bounce along on a street without thermalling or minimal thermalling the 15 mph headwind might not really become all that painful.

On a turn area task you have more creative which means sometimes you can angle across the areas to make a more parallel leg into the wind. Let's say you are getting close to your turn towards the next leg, you might find a thermal then turn into the wind and start your next leg attempting to run that street.

Of course another tactical idea is get low into the upwind turnpoint and turn the downwind turnpoint high. There is also the saying of get high and stay high and the mental mindset of being at the turnpoint high is pretty significant. This allows your next turn to feel like you are racing and not about to hit the dirt.

If I was on a crosswind leg and about to turn my next leg parallel to the wind. I would hopefully find the thermal and start climbing. If I was heading down-wind and the thermal was good I would take it as at least you are making the ground speed of your drift. If the next leg is into the wind I would also take the climb now. As you drift downwind at the start of the leg it will just move your turnpoint to optimizing your distance. If you go a 1/4 mile then start your climb you might drift right back to where you had turned not gaining any distance advantage.

Streeting can be used to your advantage as you work parallel the wind you might wonder left and right looking for the core which is being connected by buoyant air. Crosswind legs I find more difficult because you might not really be able to use the street efficiently. However many times there is an advantage to run a little looking for the core before heading back on course. Do not forget that the sink will set-up in streets also.



## Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Comment
May	5	I BURR	S WALLACE	P THORPE	
	6	S HAY	R BURNS	C ROOK	
	12	T THOMPSON	L PAGE	G LAKE	
	13	K BHASHYAM	P THORPE	R HEYNIKE	
	19	R STRUYCK	I WOODFIELD	D BELCHER	
	20	K JASICA	S WALLACE	F MCKENZIE	
	26	S FOREMAN	R BURNS	P THORPE	
	27	G LEYLAND	L PAGE	C ROOK	
Queens Birthday	2	J DICKSON	I WOODFIELD	G LAKE	
	3	B MOORE	S WALLACE	D BELCHER	
	4	I O'KEEFE	L PAGE	P THORPE	
June	9	M MORAN	R CARSWELL	R HEYNIKE	
	10	T O'ROURKE	I WOODFIELD	F MCKENZIE	
	16	R BAGCHI	R BURNS	R CARSWELL	
	17	J POTE	P THORPE	C ROOK	
	23	T PRENTICE	S WALLACE	G LAKE	
	24	R WHITBY	L PAGE	D BELCHER	
	30	C DICKSON	R CARSWELL	R HEYNIKE	
Jul	1	I BURR	R BURNS	C ROOK	