

# WARM AIR 28 Jul 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: Ivor Woodfield	Bank Acct 38-9014-0625483-000
	Towing: Fletcher McKenzie	
	Duty Pilot: Geoff Leyland	
<b>Sunday</b>	Instructing: Ray Burns	
	Towing: Peter Thorpe	
	Duty Pilot: Joseph Dickson	

### MEMBERS NEWS

#### **SATURDAY** Instructor Lionel Page scribbles

What a day... Forecast showed rain on Friday and clear skies on Saturday - did not rain on Friday and Saturday was all over the show.

When I first arrived at the field it was clear and I thought "great, some flying to be had." Then the skies darkened and a few drops of rain, then it clear - this set a bit of a pattern for the day.

Having said that we set up with zero wind on 26 and flying got under way. After a while a significant tail wind developed and we moved to 08 end. After a while it swung again and we trekked back to 26.

Brendan Moore did his BFR, Claire Dickson did some circuit work and some stalls and incipient spin exercises, while Rahul Bagchi had a check flight and then extracted VF from the hangar, which was enough to get Tony Prentice interest. Toni Thompson also popped out but decided to only do some ground briefings. As per normal Roy Whitby and Neville Swan ran the show.

Near the end of the day John Restall also dropped in and took two circuit type flights and then helped us pack away. His CFI'ness also graced us with his presence (twice) before disappearing just as quickly as he had appeared.

All in all, a fairly fully day of flying with not much lift to speak of. Finished the day with light-hearted banter and a cool drink.

The pictures are of Rahul and Joseph replacing the divots created by Rahul and I. (Field was very damp and ANY braking created holes - as can be seen from Joseph's ploughing attempt.)



## SUNDAY Towie Graham Lake gets first hack at the crayon

In the midst of watching rain and low cloud out the kitchen window Instructor Peter Thorpe rang to enquire if the duty Towpilot planned to grace them with his presence. "Is there anyone to fly" one enquired, to be told no but there might be. I promised to come over adding they could help derig the Libelle. amazingly Peter and Roy agreed to this.....so I popped over. It was starting to blue over and the sun was coming out. No one wanted to fly while Roy Whitby and Peter Thorpe (with some supervision from Tony Prentice) were repairing MW trailer. Roy, especially has done a great job reattaching the mounting and guide blocks, assisting Tony P with cleaning, (Roy took last week's photo) and replacing rotting structure.



The Libelle is due annuals so it was derig time and down to Sailplane Services in Drury. Many thanks to Peter and Roy for helping here. About 1230 we gave it away, Warm Air headed to Drury towing IV leaving Peter and Roy to potter away on MW trailer.

*Instructor Peter Thorpe's version:.....* The forecast was not good and there was high overcast but I went to the airfield to find Roy Whitby waiting to do some good works to MW trailer. We opened up and proceeded to replace some rivets holding the plywood side panels on and re-attached some wooden fittings to the floor. Tony Prentice joined us and then I rang tow pilot Graham Lake to discuss the weather and he asked if there was anyone available to help him derig IV. We assured him that there was nothing we would rather do more and he agreed to come out to do that.

So we derigged the Libelle, finished riveting and although the weather was looking reasonable to the south west nobody else appeared so we packed up and went home. Another winter no flying day but some good work done in the hangar.

## PAPER MAPS, PRE-FLIGHT PLANNING, AND RULES OF THUMB CAN CATCH SIMPLE MISTAKES .

- Garrett Willat

I went cross country with a student last week in the mighty Grob 103, we covered about 100km. The student (actually he has a license) has been very reluctant to go cross country in his own glider. We looked at the weather and he had been watching SkySight for a few days. The forecast wasn't very promising but we talked and figured out our Go/No Go points. He was also flying with his LXNav Nano 4, which he normally uses as his backup.

He figured out an important part, how to change waypoints. I have mentioned this before, be very familiar with your backup systems. We always kept glide back home and once we climbed (which took nearly an hour), we were at cloudbase at around 10,000ft. This was way better than forecast and clouds were

starting to form. We started looking at our next airport which we had glide to and were off following clouds with no worry about returning home because we were heading south and had our next airport within glide, even though we were not yet to our Go/No Go point we plotted on paper, it was clear we would make it. We did talk about the Go/No Go point as we passed over it. Looking over his shoulder I could see the altitude above glide on the Nano 4, the numbers seemed to be pretty optimistic for the mighty Grob 103.

A few climbs later and 20min left in our lesson we started to make our return trip home. Again we were not near our Go/No Go, but I asked how we were doing. He claimed some great numbers (altitude above glide) from the Nano 4 and was pretty happy about heading home. Looking outside home looked a long way from us. It definitely did not look like I would want to be 2500ft lower then we were.

Remember these magnificent electronics are garbage in, garbage out... The issue was our flight was originally planned for using our Stemme S10vt, however it is down for a prop overhaul. His Nano 4 still was programmed for the S10vt. Which means the computer would have landed us out somewhere short of home. Once he programmed the Grob103, our reserve altitude went to nothing. On top of that he felt just having 1000ft safety margin was fine, unfortunately with big thermals comes big sink and having a MC=0 is an unattainable glide ratio. In previous articles I talk about using a MC=6. My paper chart was using a 50% safety margin. Many people use 200ft per mile but that is 26:1 and I like having a little more in the 103.

The other neat thing about the cross country was how simple we made the planning. We stayed within glide of our home airport until we could make the next one. Then we forgot about going home and just kept going. On our way home we were stuck at that other airport until we could make glide back home, then we would go. It can be very intimidating and there is a lot to the judgment, but if you can simplify the safety aspect of it is a lot easier. Worse case is your thermal reading isn't that good and you safely land at the next airport. Plus our towpilots like doing aero retrieves.



This Photo from last week. I forgot to mention Roy was there, allegedly doing more than taking the photo. Good work from all involved in this repair and refurbish

## Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
July	21	K JASICA	L PAGE	R CARSWELL	
	22	S FOREMAN	P THORPE	G LAKE	
	28	G LEYLAND	I WOODFIELD	F MCKENZIE	
	29	J DICKSON	R BURNS	P THORPE	
Aug	4	B MOORE	R CARSWELL	D BELCHER	
	5	I O'KEEFE	S WALLACE	C ROOK	
	11	M MORAN	L PAGE	R CARSWELL	
	12	T O'ROURKE	P THORPE	G LAKE	
	18	R BAGCHI	I WOODFIELD	D BELCHER	
	19	J POTE	S WALLACE	C ROOK	
	25	T PRENTICE	R BURNS	P THORPE	
	26	R WHITBY	L PAGE	F MCKENZIE	
Sep	1	C DICKSON	P THORPE	G LAKE	
	2	I BURR	I WOODFIELD	D BELCHER	
	8	S HAY	S WALLACE	C ROOK	
	9	T THOMPSON	R BURNS	F MCKENZIE	
	15	K BHASHYAM	L PAGE	G LAKE	
	16	R STRUYCK	R BURNS	D BELCHER	
	22	K JASICA	S WALLACE	C ROOK	
	23	S FOREMAN	R BURNS	F MCKENZIE	
	29	G LEYLAND	L PAGE	G LAKE	
	30	J DICKSON	P THORPE	D BELCHER	