

WARM AIR 3 Nov 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Steve Wallace

Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot: Clare Dickson

Sunday

Instructing: Lionel Page

Towing: Fletcher McKenzie

Duty Pilot Andrew Fletcher

MEMBERS NEWS

SATURDAY *Instructor Ivor Woodfield sent this missive.....*

Saturday started brightly although forecast was for afternoon rain. There was a very light northerly blowing when I arrived at the field, having discovered that Rex Carswell had drawn the key much earlier. As I arrived, RDW was just landing .. Rex had been flying already.....and he got his BFR all done.



The first tasks were to rig the singles from our previous weekend at Matamata. Tony Prentice had already arrived, so we made a start on his PW5. Kishan Bhashyam had also arrived by this time, as had Andrew Fletcher and son Oliver, so we had plenty to help Tony with the rigging.

We had soon been joined by Jonathan Pote, Roy Whitby and Neville Swan. The tower came on, and I let them know we would soon be flying. They recommended we use 08 as the light northerly was sometimes favouring that vector, so while we did a DI on GMW and the two club singles were being rigged and made ready, Neville took the caravan to the 08 end of the field and started setting up for the day. By the time we were all set up and ready to fly, the clouds had developed and cloud-base appeared to be lowering. First flight of the day was a first familiarisation for Oliver, who is hoping to take up gliding. We climbed up close to cloud-base, releasing at 2500' and worked through area familiarisation and basic effects of controls. This was Oliver's first flight in a glider. However, he really enjoyed the

experience, and showed some aptitude when maneuvering the glider around the area. Sadly there was very little lift to be found, and all too soon we were joining back into the circuit. Nonetheless, it had been a good flight and we had another potential pilot in our group.

The sky appeared to be improving, with no sign of the forecast rain, although the rain radar had lots of it not too far away along the west coast. Shortly after lunch Kishan decided to test things out in GMP. Unfortunately, despite it not looking too bad, he was unable to find any lift and was soon landing back on the strip.

By this time my family had arrived with my lunch, and Erin was keen to go for a flight. We took off and went looking for some lift. While we did have a great flight, and managed to find little bits of lift, none of it was sufficient to let us climb for long. We did manage to travel around the area for a while, but the sink was definitely more abundant than the lift, and all too soon we were heading back into the circuit.

After some interesting story telling, particularly regarding Jonathan Pote's son and his epic adventures, it was clear that no one else was wanting to fly, so we made the call to pack up and go home. Everything was dragged back to the hangar and put away, and well before 1500 we were locking up the field and heading home. As I was dropping off the key the first drops of rain were falling over the field, and this steadily became a downpour so we had timed things well.

SUNDAY *Towie Graham Lake gets first hack.....*

I rocked up a shade after ten to be greeted with such welcoming cries as How come you are so early, did you wet the bed and other pleasantries. My feelings were well and truly hurt, or would have been had I had any.

The weather was less than ideal showers rolling in from the West at regular intervals. We had one customer, Mark Hills but he had limited time. We gazed fruitlessly at the weather and discussed all sorts of topics. Eventually Mark could wait no longer and had to go.

The rest of us, Instructor Rex Carswell, Roy Whitby, Tony Prentice and Jonathan Pote gas bagged until about 1245 and then decided to call it quits, went home and added to the brownie point account.

*Instructor Rex Carswell's version.....*The day was looking doubtful due to the presence of a moist northerly air mass drifting through, ahead of a slow moving front approaching from the northern Tasman. Student pilot Mark Hills was already at the gate when I arrived, then it wasn't long before our stalwart regulars rocked up as well. Mark was keen to fly but the finer spells between the waves of low cloud and drizzle just weren't long enough to make it worthwhile setting up - even for a circuit or two. Several of us stayed around doing hangar chores, and chatted until 1230 hours when we closed up and departed.

HOOKED CLOUD *Parakai*
Instructor David Horner sent this photo to the West Auckland Airport newsletter

Instructor David Horner sent this photo from a flight up the harbour... a dark cloud with a hook descending towards the water. This could be the result of strong windshear creating a horizontal rotating air mass that then turned itself through 90 degrees, and if it hit the surface would become a waterspout, or small tornado. Any kind of rapidly rotating vortex would really stress the airframe... and the pilots. It could be something else and quite harmless, but the pilots chose to stay well away from it and not find out.



CHRIS POTE UK TO NZ IN A LSA

Chris Pote, an RAF fast jet pilot and son of ASC club member Dr Jonathan Pote, is flying from UK to NZ in an LSA Eurofox. He intends to mostly follow the old RAF airfields. This project is part of the vents marking the 100 yr anniversary of the formation of the RAF. We recently sent out the first newsletter of his progress and will share any others that come our way. Follow Chris on <http://gb-nz.com/> or at <http://mrcaviation.blogspot.com/2018/10/royal-air-force-100th-nz-connection.html>

RELAX....FOR YOUR OWN SAFETY Garret Willat

We have a new instructor at Sky Sailing and since one of our requirements is to have all of our pre-solo students do spins, I figured it would be good to brush up and review the spin lesson that we like to see.

Somewhere in our conversation we started talking about having students try to relax. Watching their shoulders, holding the stick with 3 fingers, not double fisting the stick etc. I wrote about one student a while back that did a good lawn-dart landing in the 2-33 with me. There was no way I could overpower him, granted his biceps were the size of my thigh.

This got us talking about accidents and accidents with a second pilot. What if someone had a medical condition or something that caused them to pull the stick back... couldn't that second person over power them? How hard would it be to push the stick forward?

So we tried it, I spun the 2-32 and told Pablo to recover, meanwhile I held the stick on the aft stop...Needless to say I won and he could not recover. He was able to get the rudder neutralized, but that didn't really do anything for us and we kept rotating around until I let go.

I have had this with students where they get excited and grab the stick with a full 'white knuckle death grip'. Rides will sometimes grab the stick in turbulence, but generally let go when you remind them what they are holding onto. There is an importance to having them relax and loosen their grip.

One way to help relaxing and being able to take over the glider is just using 3 fingers while flying. If you have not seen Dawn Flight, you are missing out!! There are some good stick gripping shots. I have also used tape to tape students fingers to the palm of their hand so they only could use 3 fingers. My recommend is to use medical tape or some type of low stick tape. Duct tape tends to be more memorable removing though.

Make sure when you are flying that there is a positive hand-off of controls. You do not want any confusion as to who is flying. You also want to gain control of the aircraft back. So having a student that is used to releasing the stick when they hear "My glider" and re-grabbing the stick when they here "your glider" and respond with "my glider". If that is a natural behavior for them, then it might be easier.

When all else fails you can always use force. In which case a 2-33 is pretty nifty when you are sitting so close the front seat. (Side note: Those of you that watched my videos from the 2018 WGC, Mike and I did fit in an EB-29DR. You can easily alternate foot for shoulder massages while on task. If anyone gets a 29DR I will gladly give massages from the back seat...) They are an easy reach across and whack backside of the head. I am not saying to hit your students. However it's a better option than them holding the stick all the way back into the ground.

Duty Roster For Oct, Nov, Dec 2018

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	27	T PRENTICE	R BURNS	R CARSWELL	
	28	R WHITBY	R CARSWELL	G LAKE	
Nov	3	C DICKSON	S WALLACE	R HEYNIKE	
	4	A FLETCHER	L PAGE	F MCKENZIE	
	10	S HAY	I WOODFIELD	G LAKE	40 Sqn ATC
	11	T THOMPSON	P THORPE	D BELCHER	
	17	K BHASHYAM	R BURNS	P THORPE	
	18	R STRUYCK	R CARSWELL	G LAKE	
	24	K JASICA	L PAGE	C ROOK	
	25	G LEYLAND	I WOODFIELD	R HEYNIKE	
Dec	1	J DICKSON	R CARSWELL	R HEYNIKE	
	2	B MOORE	P THORPE	D BELCHER	
	8	I O'KEEFE	S WALLACE	R CARSWELL	
	9	M MORAN	L PAGE	G LAKE	
	15	T O'ROURKE	R BURNS	C ROOK	
	16	R BAGCHI	I WOODFIELD	F MCKENZIE	
	22	J POTE	R CARSWELL	F MCKENZIE	
	23	T PRENTICE	P THORPE	D BELCHER	