

# WARM AIR 1 Dec 18

## Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:** Club Cellphone 022 357 6731 [www.ascgliding.org](http://www.ascgliding.org)

Saturday Instructing: Ray Burns Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot: Joseph Dickson

Sunday Instructing: Peter Thorpe

Towing: Andrew Williams

Duty Pilot Kishan Bhashyam

### MEMBERS NEWS

#### SATURDAY

It rained.....lots. It was supposed to be Andrew's first solo Towing day. Maybe next week

**SUNDAY** *Instructor Ivor Woodfield gave it a go*

From very early on Sunday morning it was raining, and forecast to rain on and off for most of the day. I spoke with the tow pilot and duty pilot and decided we were unlikely to be flying, although I agreed I would let them know if things changed.

Late morning the rain stopped, and least for a while, and Tony Prentice decided he would use the break in the weather to put new wheels onto his trailer following some challenges finding replacements.

As he was finishing that, we were joined by Wenbo, who is a member of the NZ Police and had been enquiring earlier about learning to fly with the Power Section. He was working in a house close to the field and came across to chat. He sounded very keen, so we showed him around the hangar and Tony gave him a guided tour of his PW5. We discussed the possibility of calling out the tow pilot and taking him for a trail flight. However, with rain on the horizon and no word from any other club members, it was decided that he would come back for another attempt very soon.

As it turned out it was a good call as no sooner had I locked up the field than the rain arrived, and by the time I was half way to returning the keys it had become a real downpour. Definitely not a day to be flying sadly. However we did at least have one very keen potential pilot who seems certain to take up gliding soon.

CFI Corner.

A wee bit of news from the instructor panel front. A couple of weekends ago Peter Thorpe, Steve Foreman and I attended an instructor's weekend at Matamata. Peter to teach, Steve and I to learn. It was a very informative weekend and great company. By the end of the weekend Steve had been issued a 'D' cat rating to specialise on cross country and I have been issued an "Instructor Trainer" rating. Over the next few months you will see Steve flying with both Peter and myself while we continue with the programme to attain the "C" cat instructor rating.

**FROM THE PREVIOUS WEEKEND** .....or 'someone' forgot a contribution he had been sent and is very sorry. Ray Burns was kind enough to send this one in for Saturday a week ago and Warm Air managed to lose it among his emails,

The forecast looked very good with light winds and a high cloud base. Tony Prentice arrived bright and early followed by Rex Carswell, Lionel Page, Roy Whitby, Ian O'Keefe, Andrew Williams, Derry Belcher and Neville Swan.

The fleet was out early and prepped including a decent wash for all the gliders. Derry and Ian both rigged.

Andrew and Rex had a full programme to complete Andrew's tow rating. So with Lionel's BFR up first we had a long and detailed briefing about the exercises we were going to perform on tow. We strapped and were all prepared ... except for a tow rope which we had all forgotten about.

Ian, Rahul Bagchi, Andrew Fletcher, Tony and Derry all launched and disappeared, all returning after good soaring flights (line honours to Ian with 3½ hours).

The last flight of the day was to give Andrew a chance to see what it's like from the receiving end. Congrats to Andrew who completed his tow rating will start yanking us around the sky next weekend.



Welcome to the ranks of the Towpilots, Andrew

## E.... IS FOR EVENTUALITIES

We all do this, last bit of the pre takeoff checks...Eventualities. You know....the "what if" moments that you think about and decide in advance how you are handle each one. If this happens I will do this....It's a great mantra because your reactions and actions are so much quicker and surer when you have already decided what to do. Yes?

So here is one for you. You have just started downwind, 900ft, and the controller tells you to make your base leg west of our hangar. The Controller wants to keep you clear of the approach/overshoot to 03/21. The hangar is just down there and you are still quite high.

Think about that one, how would you handle it, what would you do? How will lose that height, where will turn in, where is your aiming point now, finals....did I do my downwind checks?????..... E is for Eventualities.



## AIMLESSLY WANDERING Garret Willat

Why are we cruising in this direction? Why not 10 degrees to the right or left? You should be heading in a precise direction, you should always be trying to increase your odds and find the next area of lift, even finding less sink is great. You should try each and every source. You should be trying every area along the way that you think will produce lift. Of course you still have to think about deviation and what is an acceptable amount of deviation (earlier newsletters).

Many times when I am teaching slope soaring and my student continues to get us in bad/sinking air. I use the analogy that the air is like a fluid and how would the water flow around these hills, mountains, rocks, etc. This generally makes it much easier to visualize which makes it easier to avoid the bad air and only go to the lifting air.

One of the more annoying things while soaring is passing something just off your wing that might have been going up. Like watching a small cu begin to form, noticing a bird circling, looking down and seeing a dust devil kicking off... Even looking down and realizing you are not in the right place with relation to the trigger and the thermal drift. I am constantly looking out for signs of lift ahead and asking myself is this where I want to go? Should I head over there or that way...

Many times we pick a line and a little time later they have wandered off course and heading towards a different mountain. A little distraction here or there and next thing we know we are finding all of the sink.

When thermalling I continually think about where the core is and how to get into it. Meanwhile I am continually looking at when to leave the thermal I am in for a better one. Each turn looking down course trying to decide what is the best path to take. Where the next thermal might be, how many options for another thermal do I have if I leave now? Still trying to better center the thermal. Also looking for gliders coming in, mainly to determine if I need to take evasive actions. There is always the chance they do not see you, so do not assume you have right of way and they will stay clear of you.

The idea this week is you always want to stay efficient. You should always be thinking about what your next move is and is your current move the best one. Are you taking the best path? Should you take another? Is there another? Why is yours better?

Remember the clues are small and many times missed. Alastor "Mad-Eye Moody" from the Harry Potter Series gave his advice with a slogan "Constant Vigilance". I am sure he was referring to wizards and curses, but we can apply it to flying and our decision making process.



Eventually the constant decision making becomes second nature, however so many people just wander around aimlessly with no idea why they are heading over that hill or under that cloud or where under the cloud they are going.

## ROSTER - NOV AND DEC 18

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	1	J DICKSON	R BURNS	R HEYNIKE	
	2	K BHASHYAM	P THORPE	A WILLIAMS	
	8	K JASICA	S WALLACE	D BELCHER	
	9	T THOMPSON	L PAGE	G LAKE	40 SQN ATC
	15	T O'ROURKE	R BURNS	A WILLIAMS	
	16	R BAGCHI	I WOODFIELD	F MCKENZIE	
	22	T PRENTICE	R CARSWELL	F MCKENZIE	
	23	J POTE	P THORPE	D BELCHER	