

WARM AIR 8 Dec 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: Derry Belcher/Andrew Williams

Duty Pilot: Kazic Jasica

Sunday Instructing: Lionel Page

Towing: Graham Lake

Duty Pilot Izzy Burr

**SUNDAY - WE HAVE ATC CADETS - EARLY START 0830
MEMBERS NEWS**

SATURDAY

It rained.....lots. It also blew....lots. Even the Sir Peter Blake sailing regatta gave it away.

SUNDAY *His CFIness Ray Burns was duty dog*

I was surprised to find the sky clear on Sunday morning. The forecast was for rain all morning. I arrived at the field about 0900 and although it was clear there was a good strong breeze across the runway, the tower on watch and a few Air Force movements along with the new rescue helicopter doing crew training.

Tony Prentice arrived about 10ish followed by Andrew Williams, Kishan Bhashyam, Rahul Bagchi, Graham Lake and Neville Swan. Graham had come to remove the undercarriage from his glider trailer. According to the Testing Station there might be a bit of rust that needed treating.



We sat in the Hangar for some time with no one showing any particular interest but eventually Rahul put his hand up so we took GMP, GMW and GBD all down to 08. A new member arrived; Wenbo Gong is keen to learn so we did some ground briefing and headed for the sky. To say it was a little rough would be an understatement. However, we did manage to eek out some lift and managed to say airborne for 23 minutes which gave us the longest flight (! Yes, it was that kind of day).

Rahul and Tony both decided that one flight was enough for the day and so called it a day early. Andrew's partner Pia came out to see what all this engine-less flying was about and although we managed to convince her she should give it a go I suggested that we wait for a slightly calmer day.

All finished by 1407.

Brand new, never been kissed, towie Andrew Williams had his first day on his own..... On Sunday morning I was pleased to see the forecast for the day had improved! It was still windy but there was a lot of tall cloud about. I got out to the field and the duty team and a few regulars were there looking at the sky. After checking out the ATIS and talking for a while pretty much everyone decided the conditions seemed conducive to aviation.

We set up on 08 with a decent crosswind coming over the fence. Tony Prentice was first and we rumbled along the grass and into the air then bounced around on our way up to the cloud base at 2000'. Then we bounced our way back down again!

Ray Burns and new member Wenbo Gong were next and decided to try for 2500'. It looked like the cloud would prevent that but just as we got to 2000' we found a gap and got to weave our way between the clouds to get the extra 500'. After them was Rahul Bagchi who tells me he released directly into 8 knots of lift, but it was very bumpy and there was a lot of sink around too (including on finals for 08). Overall, it seems everyone got bounced around a bit, but we got to practice our crosswind take-offs and landings and climbing between the clouds was spectacular. After those three flights we called it quits knowing that now we're officially into summer there will soon be plenty of better days to go flying!

WE ARE HOSTING ATC CADETS THIS SUNDAY

We are hosting 40 Squadron ATC this Sunday. Can we please have some helpers and a early start 0830 please..

ATC GLIDING CAMP - MATAMATA - 10 TO 14 DECEMBER *Ray Burns writes*

The ATC flying camp will be held at Matamata between the 10th and 14th of December. Peter Thorpe has usually volunteered to help out, but this year he is in Omarama at the YGNZ camp, so I have offered to stand in his place. To that end, the twin will need de-rigging after flying next weekend. I will try to be there but I have another commitment in the afternoon so Lionel has gracefully offered to manage the process. A few volunteers to help with the de-rig on Sunday will be appreciated.

CHRISTMAS FLYING

We intend to fly through the Christmas Holiday Period. The Model club have their big flying 26 December and will be using 08/26 grass. If this day is inclement then 27th is their alternate day. We will not be flying while they are on 08/26.

As per previous years the rules will be that if anyone wants to fly on a given day they will need to contact the duty instructor no later than 1000 so that we don't end up hanging about doing nothing on these days.

For the week between the 7th and 11th, the base will be business as usual but have little flying planned so they have graciously allowed us to fly. HOWEVER, we will need to tell them the night before, so that message will also go out to the troops.

GNZ NEWSLETTER

The latest Gliding New Zealand newsletter is now out and available here:

<https://kor.qwilr.com/GNZ-December-Newsletter-Z6ezXjgQV62h>

HOW TO LEAVE A THERMAL *Garret Willat*

A few weeks ago I mentioned once the thermal averaged drops then leave. Really it should be once it drops below your average of your next thermal, then leave. Don't leave a thermal until you feel that you can beat it. I have rolled out of an embarrassing amount of thermals to only look at the average too late. Effectively leaving a good thermal for a worse one.

Lets think more about the roll out. I want to have exited the thermal with speed. Why? Because I want to get through the sink faster. Actually I want to already be at speed when I run into the sink. Which means I need to be accelerating while still in the lift. To do this you need to move the glider a little farther backwards of course line, then tighten up (approx 180 degrees before roll out) and exit crossing through the core. Use SeeYou to see how well you are doing this.

But wait you say... Sometimes the lift trails out longer and you can continue climbing going straight. Yes that's generally an into the wind phenomenon. You can always slow back down if you feel it's a long lift line. Lets play the game of odds.

You have a poor exit and loose 200 ft. You climb an extra 100 ft after rolling out then accelerate perfectly. You exit with speed and back on task reducing the chance for error while reducing the chance of gain too. You have to look at what is going to be best over an entire day of thermals. Again take a look at SeeYou, look at thermal from the side view, you might be surprised on the lack of good results over the entire day.

The odds are better going into the wind or under a cloud that you could find lift. Might be worth a course deviation to head into the wind before turning back on course. This is more beneficial when the airmass is less predictable and not a clearly defined thermal with a core. You also can still slow back down if the lift is continuing, but be ready for the drop...

Many times when flying the Nimbus 4DM with George Lee we would only slow down to 70 knts. We would also roll back out and if we ran into good air we would slow down to 70 knts. If it is really good it might be worth it to fly min sink. Remember what goes up must go down...

Again look at SeeYou and see what gain or loss you are really achieving.

ROSTER - DEC 18

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Dec	8	K JASICA	S WALLACE	BELCHER/WILLIAMS	
	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	