

WARM AIR 23 Feb 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Lionel Page

Bank Acct 38-9014-0625483-000

Towing: Graham Lake

Duty Pilot: Isabel Burr

Sunday

Instructing: Peter Thorpe

Towing: Andrew Williams

Duty Pilot: Simon Hay

MEMBERS NEWS

SATURDAY *Instructor Steve Wallace reports*

Saturday was a busy day with ATC cadets making up the bulk of the flights. I believe they were to be divided between the twin and motor Grob but with the motor Grob going U/S this meant all the cadets headed for the twin. The weather was a direct Southerly 12-15Kts. This was right on the limit for the tow plane and added plenty of challenge to the take-offs, circuits and landings for those that tried it.

We started off on 26 but moved to 08 when the wind seemed to favour that end a bit more. This combined with the wider end of the runway made

angled take-offs and landings a bit more across the vector possible and this certainly helped things. The sky was very active from early on in the day with Southerly cloud streets marking where the good lift was. While we towed to 2,000' for the first couple of flights, the lift was working so well from low down that for the rest of the day we just jumped off tow early at 1,500' or below as soon as we struck a good thermal. By the time the tow plane landed we were usually climbing through 2,500 - 3,000'. 6 cadets and 3 club members went flying in the twin with Tony Prentice in his PW5 being the only single to go up and enjoy the thermals for a couple of hours.

Excitement for the day was an Orion having to return from a short test flight on 3 engines. The tower was not on watch but some good clear radio work enabled us to expedite all aircraft onto the ground and advise Base ops we had done so in plenty of time to give the Orion free reign of the airspace for their landback. All in all a good day.

SUNDAY *Instructor Ivor Woodfield has his say*

Sunday started with local light rain over Whenuapai. The forecast was for light northeasterlies, although for quite a while we had distinct light southwesterlies on the ground.

We soon had quite a group assembled, and by the time we had things ready to go the wind was steadily favouring 08, so we set up at that end for the day. First away was Kazik Jasica, who did a quick circuit to



check out the noticeable northerly crosswind, followed by a good solo flight to get us all going. The thermals were there, although distinctly unpredictable, and things remained that way throughout the day.

Next up was Oliver Fletcher, who is very early in his training yet managed to do good basic flying. While he was practising turns and test out a few thermals, Roy Whitby set off in GMP, managing to get a good flight of over an hour.



Next in the twin was Brendan Moore, working through more of his B Cert work. He demonstrated some good skills, including some sustained high speed flight as well as working to perfect some more basic aspects of good flying as required in this section of his training.

He landed well and his seat was immediately taken by Allely Wilton, a new student pilot who is progressing well. In unpredictable conditions, Allely showed that she is getting to grips well with her basic flying exercises. While she was testing out the conditions, Rahul Bagchi set off in the single Astir recently returned by Roy. He had a good solid flight, finding a good few thermals before the significant amount of strong sink

that was all around brought him back to the ground.

Next up in the twin was Tim Gordon. Tim is a young qualified glider pilot from the UK who is looking to fly with us over the coming few years. He made very good use of what lift was available, quickly climbing to around 3000' before practising a few stalls and spins, together with other good demonstration of his control and flying ability. It is clear from his flying that he will be another keen flying club member going forward.

Once we were back on the ground, it was the turn of Troy Jeffries, another of our youth members, who is also making good progress. Troy handled the launch well in tricky conditions and then made good use of the lift he found, rounding off the flight with a good crosswind landing.

At this point I managed to escape from the twin briefly while Andrew Fletcher and son Oliver went off downwind towards some likely looking clouds hunting some good lift. They had reasonable success, climbing up on some good thermals before working their way back to the field after a good soaring flight around the area. Once they returned, it was the turn of Melodyanne Grant and I to head off for a very enjoyable, if somewhat bumpy in places, flight around the area working our way from tiny cloud to tiny cloud.

The final flight of the day was with Erin during which we seemed to use up the very last of the lift, and also managed to get a good collection of picturesque shots of the Whenuapai and Hobsonville area all backlit by the evening sun.

The flying done, everything was down and back in the hangar by 1830. As is often the case, a bunch of cold drinks were then rescued from the fridge and the day ended with a fair bit of yarn telling from the assembled pilots. Altogether we had made over a dozen launches and over 5 hours of soaring. Overall a good day of flying.

CLUB STUFF

Our airfield is pretty hard and dry at the moment. One consequence is gliders move easily, especially when being brought down the ramp towards the hangar. Make sure the wing walker always on the inside of the turn and is ready to vary direction to keep the rope taut and not run into the tractor or the ditch. Think and plan ahead and make sure everyone knows what to do...E for eventualities.

The centre doors at the Western end of the hangar have a tendency to come open in windy conditions. This can be prevented by roping together the two handles. By happy coincidence there is a rope attached to one of the doors that is intended to tie the two doors together. Folks locking up.. please make sure the two handles are tied together.

One idea for Easter is we could go somewhere else, like Drury. Can I please have expressions of interest for a visit to Drury for Easter.

WATER BALLAST PRACTICE *Garret Willat*

Inspections

Currently, we are doing yearly condition inspection and inspecting the water system. The bags have not been used for a long time and the current owner has never used them. We decided to start out first by leak testing the bags, pulling them out of the wing and leaving them full for a few hours to make sure there were no signs of leaks. The next step will be checking the fittings, when the glider is assembled we will try filling the system again. The owner is thinking he would wait to fill it on the big day when he wants to use it. What?!?! Potentially wasting a big day because the cockpit is full of water or it took him three hours to figure out how to get in 10 gallons per wing.

Handling

Your first flight with water potentially will not be that much faster if you are used to being dry. Of course, the cruise speed will be faster, but it will take you longer to center and will be more difficult to feel the air. The glider flies very different with water than it does dry. I have more time in a Ventus A and Nimbus 3 with water than without. My first flights also happened to correlate with the first practice days in both of those gliders. I remember the first time I dumped water in the Nimbus I was blown away by how it now handled like a sports car. The roll rate went from measuring on a calendar to a stopwatch, it was amazing. If you are used to the sports car, the slower roll rate will take some adjusting to.

Practice with water.

Most of the pilots here do not because of the extra hassle of putting water in and pushing the glider around. Remember that we are practicing for a contest so we can win. The other task is to practice all of our systems, which include our filling system.

Basic Weather Considerations

Looking at the buoyancy sheer ratio is also going to come in handy because if the forecast is for a B/S ratio of 4 we already know the thermals are going to be very difficult to center. Now if you add water it could put it over the threshold of not possible or take too long to climb to be worth carrying the water. A good place to start is making sure you are going to average better than 3knt climbs. Some books will mention 4knts, and we will talk about one of those books next week.

Going Straight

The heavier wing-loading really is going to pay off flying straight. Ridge lift is a lot of flying straight and when it is strong you can go a lot faster. Transitions become easier, pull-ups are higher, water in the wings make for a smoother ride, it is all around better unless it is weak. Wave is another time we can go straight a lot, however freezing altitudes becomes an issue so make sure to follow the manufactures instructions on

flying in below freezing temperatures. Cloud streets are another great time to be heavy, especially when you can dolphin fly and not turn. I had one amazing flight in my Discus 2ax where between thermals was somewhere around 180miles at around 100mph.

Winning Dry

At one of the standard class nationals. It was a weak broken day and the gaggle struggled along, everyone carrying water to get ready for the final glide, which really wouldn't be very far because nobody was getting very high. Moffatt dumped his water and made it to the top of the gaggle pretty quickly and was able to set off on final glide before anyone else. Me? I was sitting in a bean field as I had lawn-darted right out the gate.

Remember water ballast is not a full or empty thing.

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
-	2	G LEYLAND	R CARSWELL	P THORPE	
-	3	I O'KEEFE	P THORPE	D BELCHER	
Waitangi	6	M MORAN	L PAGE	A WILLIAMS	
	9	T O'ROURKE	I WOODFIELD	R CARSWELL	
	10	R BAGCHI	I WOODFIELD	P THORPE	
	16	T PRENTICE	S WALLACE	D BELCHER	-ATC Cadets 40SQN
	17	R WHITBY	I WOODFIELD	F MCKENZIE	-
	23	I BURR	L PAGE	G LAKE	
	24	S HAY	P THORPE	A WILLIAMS	
Mar	2	T THOMPSON	I WOODFIELD	R HEYNIKE	
	3	K BHASHYAM	L PAGE	R CARSWELL	
	9	G LEYLAND	S WALLACE	G LAKE	
	10	I O'KEEFE	R CARSWELL	P THORPE	
	16	M MORAN	L PAGE	G LAKE	
	17	T O'ROURKE	P THORPE	D BELCHER	
	23	R BAGCHI	I WOODFIELD	A WILLIAMS	ATC Cadets 40 SQN
	24	T PRENTICE	S WALLACE	R CARSWELL	ATC Cadets 40 SQN
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	