

WARM AIR 13 Apr 19

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

Duty Pilot: Joseph Dickson

Sunday

Instructing: Peter Thorpe

Towing: Graham Lake

Duty Pilot: Brendan Moore

MEMBERS NEWS

Base is still at a high level of alert, as are many Government agencies. In this context we do not expect to be able to fly this weekend.

We have included the roster, just in case we do have a way forward. We will send out an Email to members if the situation changes.

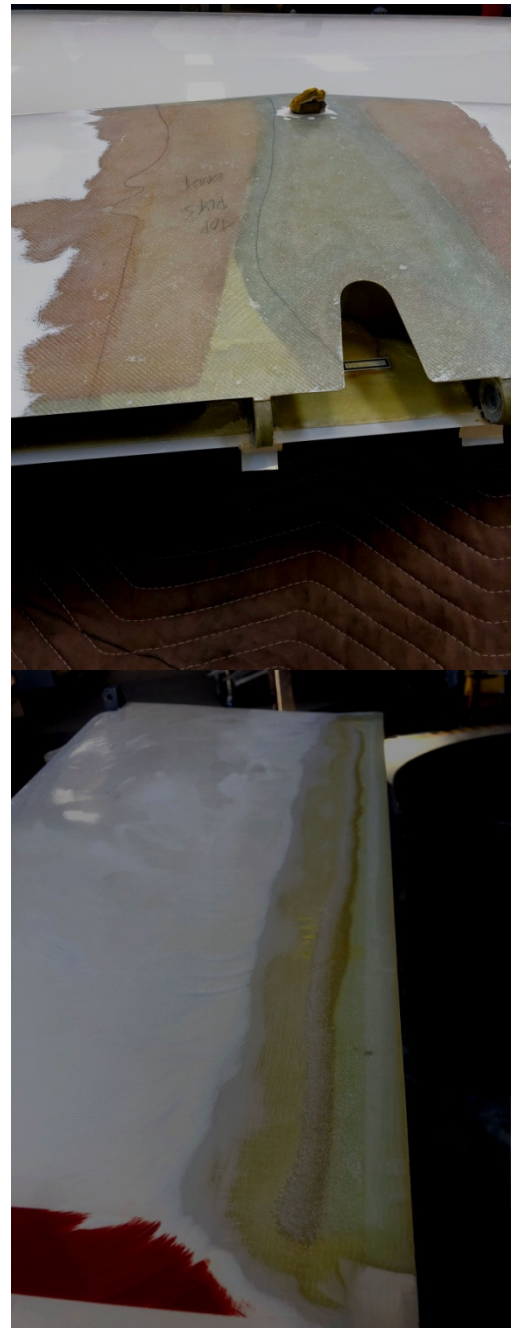
DON'T GET COMPLACENT ~ Garret Willat.

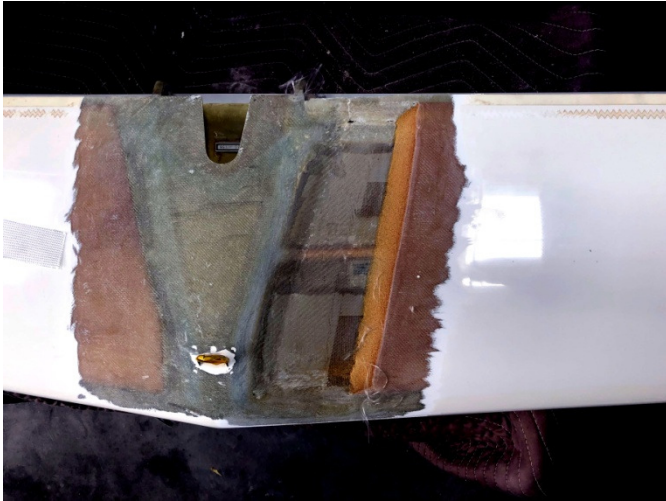
You know how this did not happen? Flying. Never have I heard someone come back from a flight "That thermal pushed me so hard from behind, accelerating me and I heard a loud crack, it must have been the rudder." However I have seen multiple pilots push the glider up the ramp and into the trailer with one hand pushing on the rudder, sometimes both.

As you can see below the structure of the rudder is pretty minimal. Where the two halves of the rudder are glued together at the trailing edge it is very rigid. However about 1 inch forward of that it only has a few layers of lightweight fiberglass. It has to be lightweight so it will still balance as there is a long arm from the hinges. The weak point is just in front of the trailing edge. That is where the crack was visible in the gelcoat and the outer skid was broken.

Another common bad habit that I see lazy pilots do is rather than lifting from the tailboom. Pilots lift on the horizontal stabilizer. Now that I am familiar with the fiberglass layup of the Ventus 2, it is a really bad idea. A shoulder or palm into the couple layers of fiberglass and foam seemed to cause a delamination of the fiberglass. Below you can see the lighter colored fiberglass where it has become delaminated left of center.

Again I have never heard anyone after landing go wow, that thermal was so strong it delaminated one side of the horizontal stabilizer. I am not saying that one time lifting will do it. However fatigue is a real thing and you keep lifting in that one spot for 20 years it might cause problems.





As you can see below there are a lot of layers of fiberglass near the center and it tapers out into the foam. Here we have removed a rectangular section of the foam.

Remember when you were a student and the instructors did not want you to push on the trailing edge, leave the canopy open, reach in the vent window, lift on the horizontal tail, push the glider by the control surfaces, etc. It seems that over the year's pilots seem to become complacent with doing these things. But as I run a repair station I can tell you these things really do break.

These are Gliders.....



ROSTER BELOW

Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
April	13	J DICKSON	S WALLACE	D BELCHER	
	14	B MOORE	P THORPE	G LAKE	
Easter	19	S HAY	I WOODFIELD	R CARSWELL	
	20	K BHASHYAM	P THORPE	G LAKE	
	21	G LEYLAND	S WALLACE	D BELCHER	
	22	I O'KEEFE	I WOODFIELD	G LAKE	
Anzac	25	M MORAN	R CARSWELL	D BELCHER	
	27	T O'ROURKE	I WOODFIELD	P THORPE	ATC 3 or 40 SQN
	28	R BAGCHI	S WALLACE	A WILLIAMS	ATC 3 or 40 SQN
May	4	T PRENTICE	L PAGE	R HEYNIKE	ATC Cadets 3 SQN
	5	R WHITBY	R CARSWELL	G LAKE	ATC Cadets 3 SQN
	11	I BURR	P THORPE	R CARSWELL	
	12	C DICKSON	I WOODFIELD	F MCKENZIE	
	18	K JASICA	R BURNS	D BELCHER	ATC Cadets 40 SQN
	19	J DICKSON	S WALLACE	A WILLIAMS	ATC Cadets 40 SQN
	25	B MOORE	L PAGE	R CARSWELL	
	26	S HAY	P THORPE	G LAKE	
Jun	1	K BHASHYAM	R CARSWELL	P THORPE	
	2	G LEYLAND	I WOODFIELD	R HEYNIKE	
Queens	3	I O'KEEFE	R BURNS	D BELCHER	
	8	M MORAN	S WALLACE	A WILLIAMS	
	9	T O'ROURKE	L PAGE	G LAKE	
	15	R BAGCHI	R CARSWELL	R HEYNIKE	
	16	T PRENTICE	I WOODFIELD	P THORPE	
	22	R WHITBY	P THORPE	F MCKENZIE	
	23	I BURR	R BURNS	R CARSWELL	
	29	C DICKSON	S WALLACE	D BELCHER	
	30	K JASICA	L PAGE	A WILLIAMS	