

WARM AIR 25 May 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: Rex Carswell	
	Duty Pilot: Brendan Moore	
Sunday	Instructing: Peter Thorpe	
	Towing: Graham Lake	
	Duty Pilot: Simon Hay	

MEMBERS NEWS

SATURDAY Instructor Ray Burns



Early start for the ATC. The weather wasn't looking fantastic but the forecast suggested we might get an odd shower but that would be about it. Which was about what happened. Derry Belcher arrived shortly after me and Peter Thorpe, Hapi and Neville Swan were all there by 0900. While GMW was prepped at one end of the field, GNW was made ready at the other end. We got the first flight away at 10:14 followed by 17 ATC launches.

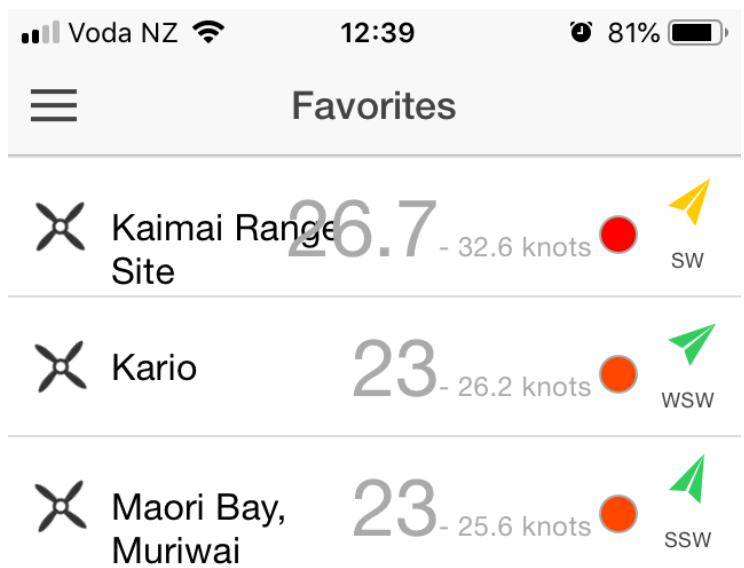
Thanks to Ivor Woodfield who came out mid afternoon and was immediately press-ganged into three launches I had a break for an hour and re-charged. In

between the ATC flights Tony Prentice and Kishan Bhashyam launched in GBD and GMP respectively. Tony managing a very credible 75 minutes.

The day finished with Brendon Moore having a crack at a no break approach. We did a good ground briefing and launched to 1500 feet which gave us enough time to practice a few side slips at altitude before starting our approach. Brendon then demonstrated an absolutely cracking side slip on finals, perfectly stable, dead straight and bank on the money to put the glider on the ground just before threshold. Fantastique!

SUNDAY Instructor Steve Wallace

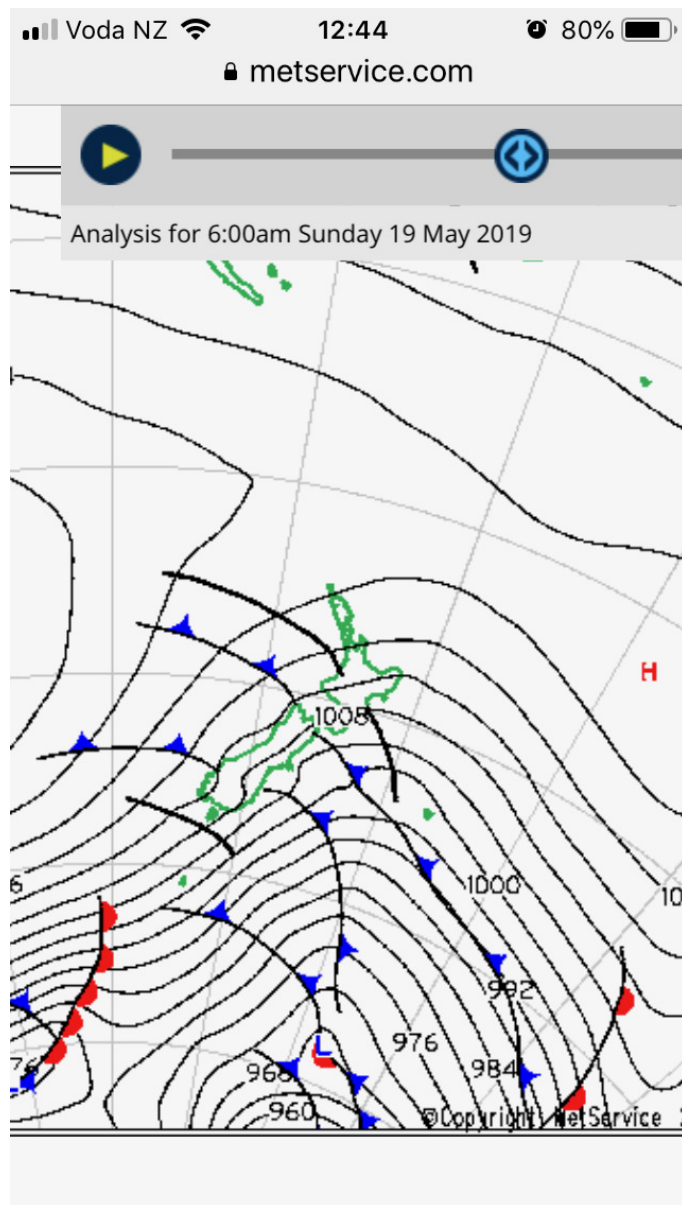
Sunday was one of those days when it was almost



a goer but not really. At 9am when people were making the do I, don't I, decision a band of rain associated with a trough line ahead of a small front was progressing over Auckland. Post this it actually got quite nice with a lot more sunshine than the forecast was indicating.

This allowed for myself, Tony Prentice, Roy Whitby and Clare Dickson to stand around outside the gate for an hour or so and have a conversation about solving the world's problems while only getting mildly cold in the brisk wind. Andrew William's the tow pilot had called in and was on standby should action stations be sounded.

Potentially it was looking like a good coast day with a 20+Kt SW wind all day, further confirmed by my favourite weather stations selected in my Holfuy app, showing good wind speed and direction. The problem however was the small front and its' associated band of rain which was working its' way up the coast and due over Auckland sometime just after midday. This was what was really stopping a coast run because at 11am when we gave things away, while it looked



great at WP the rain radar showed the band just arriving at Raglan. Such a band of rain is not the kind of thing you really want to run into on the coast. It's not like the post frontal isolated shower cells that you can avoid by just waiting for them to pass, you either have to risk pushing through it to the clear air on the other side, which if you can't see through is a definite no, or turn tail and run for home before it catches you. Depending on your timing this can put you under undesirable pressure to make the climb to final glide height. All in all probably not worth the risk. The good news however is that South Westers have arrived so for those interested in doing coast runs it's time to start keeping a close eye on the weather.

THERMALLING TOO SLOW *Garret Willat*

We want to be slow and steep to get the smallest turn radius possible. However, if you get too slow, you do not have control authority that you need. Sink rate increases as you get too slow or too steep. Plus when the wing stalls it is very inefficient.

Stall recognition

Because we are thermalling slow and near a stall, this probably will happen sometime during your flight. If you have never had the glider stall while thermalling; you are either flying way too fast or did not recognize the stall.

The second you notice the wing is no longer flying you need to make sure you are recovering from the stall and potential spin entry. You potentially could make things worse quickly by using aileron to pick up the low wing. That down aileron increases the angle of attack on a wing that possibly could already be near the critical angle of attack.

You do not want to stall because it is not efficient. However, it is a good indicator that you are making the smallest turns possible. When the core of the thermal is only a few hundred feet wide, the [FAA Glider flying Handbook](#) Chapter 3 has some good examples showing bank angle and speed and how it determines the turn radius.

Neutralize aileron, forward stick, and opposite rudder.

If you are concerned about the glider no longer flying, spin recovery is probably a safe bet. You might not want to wait until after you realize the aileron is making it worse. The back pressure on the elevator is speeding up the rotation. You must be aware of what your glider will do.

One student and I were joining a thermal a little ahead and below a 1-26. As he was looking back over his shoulder, he shoved full rudder and pulled back on the stick. We had nearly completed a rotation before he looked forward again trying to figure out what happened.

Time to forget about efficiency

Gaggles can be very efficient in cruise and finding a thermal. What they are not good at is coring the thermal. You might be able to use others to see where the stronger climb is but many times you will not be able to shift enough because it will result in a conflict with another glider.

You will also need to speed up a little and give yourself a bit of cushion. A bad thing to do is stall while someone is underneath you. I guarantee if you trade paint, you will climb a lot slower and best case scenario you will only have to change your shorts.

Duty Roster For May, Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
May	25	B MOORE	L PAGE	R CARSWELL	
	26	S HAY	P THORPE	G LAKE	
June	1	K BHASHYAM	R CARSWELL	P THORPE	
Queens	2	G LEYLAND	R BURNS	R HEYNIKE	
Birthday	3	I O'KEEFE	R BURNS	D BELCHER	
	8	M MORAN	I WOODFIELD	A WILLIAMS	
	9	C DICKSON	L PAGE	G LAKE	
	15	G LEYLAND	R CARSWELL	R HEYNIKE	5 SQN ATC
	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	