

WARM AIR 20 Jul 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Derry Belcher

Duty Pilot: Geoff Leyland

Sunday

Instructing: Lionel Page

Towing: Andrew Williams

Duty Pilot Ian O'Keefe

MEMBERS NEWS



SATURDAY Ray Burns reports

The forecast looked like the day might be quite pleasant and it was. There was a bit of breeze in the middle part of the day and the wind at altitude was a little more breezy but other than that it was very pleasant.

Despite being a lovely day after the damp from the day before few members turned up. Tony Prentice was the first punter to get into the air at 1223 followed by Izzy Burr. Kazik Jasica was introduced into the fun of side slips in GMW. Toni Thompson took the "truck" (too much time in the back of a Herc) for a blast to keep her hand in and Rahul Bagchi took Andrew Fletcher for a blast to finish the day. To say that Rahul and Andrew managed the longest flight at 18 minutes pretty much sums up the conditions. Sled rides all round!

SUNDAY Steve Wallace sums up a crappy weather day

Sunday went pretty much to forecast. Despite the beautiful sunny start to the morning up in Orewa, a check of the rain radar confirmed that the rain was incoming from the West and would be over Whenuapai before 11.00am. RASP also indicated an over 40Kt wind above 1,000' which made the idea of trying to sneak in a prefrontal flight unappealing. So a no fly day it was.

To clarify last week.

When I was referring to a crosswind, I was referring to the crosswind direction on final. So a left crosswind on final while making a left pattern, the airmass will drift you towards the runway when on downwind. Even though on downwind it would be a right crosswind for that moment. But I find it easier to describe everything in relation to the direction you are landing or taking off. Too many lefts and rights seem to confuse more students than not.

Once the airspeed is determined and set, meaning you are flying that speed. Not I will accelerate later. I have a condom analogy I use with students, but it is probably not appropriate here, so get it set now then we can move on.



Trim

Set the trim. Get the glider to fly at your desired speed. Then set the trim, now you can fly hands-off, and the glider will keep its airspeed for when you get distracted.

Traffic

Since we cannot go-around, we need to make sure we look around. We are not only looking at where we are for immediate traffic but where we are going. Remember, on landing, we do not need all of the 3000ft of runway, and the runway heading does not need to be our landing direction. Think outside the box when necessary.



Pattern

We want to look for other aircraft where they are supposed to be — so looking for traffic entering on a 45 or someone on downwind. If you are the one making a non-standard pattern, you want to be looking for where other aircraft should be and where your paths might meet. While in the pattern you want to be looking around for other aircraft making non-standard patterns. Maybe someone is making a right pattern while the standard is a left pattern.

Not making a pattern.

One of the reasons to make a pattern is to be predictable. One of my closest encounters with another aircraft was arriving on final wing tip to wing tip with another plane while he made a straight in approach at about 300ft 20miles out in a faded sand colored Mooney in the desert. You want to look

around for others low near the airport. They might give up and make a modified pattern.

Shadows

Looking at the ground to see shadows moving across the ground can be very helpful. I do this when sitting in the back of the 2-33, I start looking around for shadows of other aircraft headed towards our shadow. I especially like doing this on downwind as we near the base turn. Your eye will pick up a moving target much better than a stationary one. Remember that the stationary target is the one you are on a collision course.

Ground

Other gliders already on the ground. Maybe someone just landed, are they going to clear the runway in time for you? Does it look like that glider is going to get towed out in front of you? Golf carts moving around on the runway. Someone walking away from their glider not paying attention. I tell my students to aim for the private owner that isn't paying attention walking across the runway.



I had an early morning flight on a ski trip, and we entered the pattern in the Cessna 180 and on-base we watched a Cessna quickly taxiing down the parallel taxiway with no radio calls and very fast. We all guessed that he was going not to stop and depart in front of us. Sure enough on short final, he pulled out in front and accelerated. We saw this coming on early base and could have easily extended the pattern, slowed down, landed on the taxiway, S-turned on final. But we felt it more appropriate to go around and to quote Top Gun "Communicating. Keeping up foreign relations." As he climbed level with us.

I like having the checklist done before entering the pattern. Now once in the pattern, I can focus on making the most boring standard pattern humanly possible.

That way I can concentrate on flying, judging angles,

continue to look for traffic, check the gear four more times, make corrections and above all else, fly the plane.

LABOUR WEKEND - MATAMATA

As usual your club is planning to deploy to Matamata at Labour Weekend. Now is a good time to start planning your trip, having somewhere to stay. Matamata is a great place to attempt badge flights and to have some decent cross countries too.

Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
JUL	20	G LEYLAND	P THORPE	D BELCHER	
	21	I O'KEEFE	L PAGE	A WILLIAMS	
	27	M MORAN	R CARSWELL	P THORPE	
	28	T O'ROURKE	I WOODFIELD	R HEYNIKE	
Aug	3	R BAGCHI	R BURNS	G LAKE	5 SQN ATC
	4	T PRENTICE	S WALLACE	R CARSWELL	5 SQN ATC Reserve day
	10	R WHITBY	L PAGE	F MCKENZIE	
	11	I BURR	P THORPE	D BELCHER	
	17	C DICKSON	I WOODFIELD	A WILLIAMS	
	18	K JASICA	R BURNS	P THORPE	
	24	J DICKSON	R CARSWELL	D BELCHER	
	25	B MOORE	S WALLACE	G LAKE	
	31	S HAY	P THORPE	R HEYNIKE	
Sep	1	K BHASHYAM	L PAGE	R CARSWELL	
	7	G LEYLAND	I WOODFIELD	A WILLIAMS	
	8	I O'KEEFE	R BURNS	P THORPE	
	14	M MORAN	R CARSWELL	F MCKENZIE	
	15	T O'ROURKE	S WALLACE	A WILLIAMS	
	21	R BAGCHI	R BURNS	R CARSWELL	
	22	T PRENTICE	L PAGE	A WILLIAMS	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	