

WARM AIR 3 Aug 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Ray Burns

Bank Acct 38-9014-0625483-000

Towing: Graham Lake

Duty Pilot: Rahul Bagchi

Sunday

Instructing: Steve Wallace

Towing: Rex Carswell

Duty Pilot Tony Prentice

SATURDAY - WE HAVE ATC CADETS EARLY START AND HELPERS PLEASE

MEMBERS NEWS

SATURDAY *Instructor Rex Carswell grabs the crayons*

The day wasn't looking too bad as I rocked with key in hand - and probably better than what the tv weather man suggested Friday evening. Ivor Woodfield arrived just a minute or two after me - coming to collect GIV's trailer for a WOF inspection. Within minutes of opening the hangar doors, we had Ian O'Keefe, towie Peter Thorpe, Roy Whitby, Tony Prentice and Neville Swan - all queing to be signed in on the gate register. Lots of little chores were happening before eventually extracting the twin for its D.I. Knowing that RDW's battery was under suspicion, Peter made an extra thorough check prior to attempting an engine start. Yes - it was sluggish, but the old saying "third time lucky" did the trick.



While we trundled down to set up on grass 08, there was a B757 departure. The ATIS information included the 2000ft wind being easterly at 20kts, although we were feeling just a breeze at the surface. With no

other takers for the twin, Roy and Neville decided to take the first launch. The mostly blue sky belied the testing turbulence that ensued right from take-off. However, towie Peter reported some patchy lift evident but Roy and Neville managed just 18 minutes. Kris Pillai arrived and although I approved him to fly solo, he suggested I come along to critique his skills. No problems at all for Kris - nicely flown - but the 2000ft launch produced little more than a sled ride descent.

The third launch was with Kasik Jassica - a challenging short sortie, but managing a good approach and descent through the wind gradient on final.

The fourth and final launch in the twin was a solo flight by Tony. Again, another short flight, justifying his decision not to bring his PW5 out.

So - that was that for the day - team Roy and Nev remained at the top of the leader board for best duration of the day.



*Towie Peter Thorpe adds.....*The weather looked reasonable but duty instructor Rex Carswell and I were the only starters at 0930. Roy Whitby, Tony Prentice, Neville Swan, Kazik Jasica and Kris Pillai soon arrived so we proceeded to set up ops on 08. The tower was on watch for a Boeing departure and the WP ATIS gave 070/10 on the ground but 090/20 at 2000ft so some low level turbulence could be expected. The tower then conveniently went off watch so Roy and Neville went first to suss out the conditions at 1220 but were back in about 20 minutes after a rough tow at low level. Rex and Kris followed by Rex and Kazic went for check rides and then Tony carried out a hangar landing at 1420. Not a lot of interest from members but then again the weather was not very soarable. Just four flights and all packed up and gone home by 1530hrs.

SUNDAY *Instructor Ivor Woodfield reports*

The day dawned with a blue sky and high wispy clouds, together with a northeasterly breeze. I had just unlocked when Duty Pilot Thomas O'Rourke arrived and before long the assembled group included Ray Burns, Tony Prentice, Roy Whitby and Tow Pilot Ruan Heynike. By the time we were ready and set up on 08 we had been joined by others, including Neville Swan, Clare Dickson and Kazik Jasica.

I was first up with Ray at around 1130 .. just a short flight releasing low over Herald Island and flying a modified circuit while discussing options for covering this activity in a BFR. It was clear from our flight that the air was quite 'active', and there was a strong upper air Easterly blowing.

Next up was Thomas, wanting to check things out after some time away from active flying. As we climbed we agreed that the tow was going to need real focus, with strong and gusty conditions above 1000'. As we climbed above 2000' things calmed down, and we released at 2500' into smooth air. After a fruitless hunt for lift to the east of the field we saw some likely cloud activity towards Riverhead and set off in that direction. It was immediately apparent that our ground-speed was high, and we were soon downwind of the field. Throughout, the air had been tossing us about, and still we had found no usable lift. Heading back into wind we made slow progress towards the start of downwind, finding little thermal bursts along the way, but nothing that would actually lift us significantly. The conditions made good speed control a challenge, Thomas wisely flew a relatively high circuit ending with a good landing. He decided that would be quite enough for one day.



Next up was Clare, wanting to take a check flight to see the conditions for herself, before a possible solo flight. She demonstrated good flying but nonetheless decided against a solo flight in such conditions.

Both Tony and Rahul Bagchi took a flight in the PW5s. Rahul had done some power flying earlier in the day and so was aware of the conditions. After discussions about the need to avoid going downwind

without lots of height, they both headed away. Rahul was soon back in the circuit, with Tony managing to find some lift and achieving a longer flight although still not comfortable flying.

Throughout this time the conditions had been gradually strengthening, and despite the very benign feel on the ground there was no more appetite for solo flights. Nonetheless, Kazik was keen to experience this sky, so we headed up in the twin to see what could be done. Mindful of the strong easterly, Kazik focused his hunt for lift upwind of the area. In this area there was little cloud cover other than high level wispy patches. Further downwind some significant clouds had been forming, and it was clear from looking at them that cloud-base had lowered to around 2000'. Kazik was able to make very good use of what little lift there was, and hooked into a few thermals on the way down, most only providing 2 or 3 turns before 'vanishing'. He ended his flight with a slightly modified circuit, landing well down the field towards the hangar, and managing to put in the longest flight of the day (by around a minute or so).

By the time we arrived at the hanger most things had been packed away, and all that remained was a short period of story telling around the fridge before we were locking up and departing. Just 6 flights for the day, all relatively brief and all quite challenging. Gate closed and key returned before 1500.

ATC CADETS

We are hosting 5 Squadron ATC on Saturday with Sunday as a reserve day. Can we have an early start please and some helpers.

CLOUDS ARE CONFUSING *Garret Willat*

Cumulus clouds can give you too many options. Left, Right, more left, 2 to the left looks good, but the right looks better 5miles down the task, and it never looks better straight on course. So many choices to choose from, I can be like a kid in a Candy store, completely overloaded with options.

Take a Mental Snapshot

Taking a mental snapshot of the clouds is crucial because you want to know if the clouds are growing or decaying. You want to know how long they are lasting. Remember that a great cloud 10miles away might not be there in 10 minutes when you get there. Maybe you can get there faster; however, you might need to stop and take a climb to make that 10 miles and that time could double. You get the idea that you will not be teleporting under the cloud with the snap of your finger...

Not all of the clouds work. How annoying is that? It could be an excellent looking cloud that doesn't work. Remember that it might not just be your inability, talk to other pilots, and see how successful they are. At the Club Class Nationals in Hobbs one year I did a pre-briefing briefing (I was soliciting donations for the US Team for the US Juniors currently in Szeged), and that was one of the questions I would ask the pilots to get a group average percentage of the reliability of the clouds. There was always one pilot that said they had a higher percentage of working clouds (generally the day winner). It made everyone feel better because many pilots assumed they could not get the clouds to work. "Don't put all of your eggs in one basket" was something that 3-time WGC Champion George Lee always told me.

50/50 Rule of Thumb

Connect ground to cloud base. There is the 50/50 rule of thumb. When you are in the upper 50% of the working band look up at the cloud, and the lower 50% look down at the ground to find the thermal. It is always a good idea to figure out the thermal from the ground to the cloud, this is especially true in mountain sites, and when cloud base is high as you might be looking under the cloud, but on the wrong side of the mountain.

Short Term/Long Term Plan

When you are looking at the clouds and trying to determine how to pick your path to get to the turnpoint, you want to have a short term goal and a long term one. You need to look at the next few thermal options and how you are going to use them, so you do not get stuck. Then you need to look farther down the course to get the fastest speed, and also, so you do not get stuck in 20 miles.

You do not have to stop at every cloud. You are going to sample a lot of clouds and thermals; however, only stop and take the strong ones, at a minimum take the average ones.

Committed pilot

As you head North, the clouds are working better on the West side. This might be easier when you are on the East side of the course line because the side of the clouds closest to the course line is working. However, many pilots forget the West side of the clouds are working better when they get on the west side of course line, especially when you are already making a significant deviation and the clouds are big. Because you have already deviated to go under the cloud, make sure you are going to the side that is working best.

Many times I will have a student make a heading change to a cloud, but then as we get closer, they end up flying near the thermal not under the part of the cloud where it is probably working. My favorite is when right before they get under the cloud, they turn to head towards the next cloud. Since the sink is generally near the lift, all we end up doing is deviating to areas of sink and resulting in me having more grey hair.

LABOUR WEEKEND - 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 Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
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	