

WARM AIR 17 Aug 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Ivor Woodfield

Bank Acct 38-9014-0625483-000

Towing: Andrew Williams

Duty Pilot: Clare Dickson

Sunday

Instructing: Ray Burns

Towing: Peter Thorpe

Duty Pilot: Kazic Jasica

MEMBERS NEWS

SATURDAY *Instructor Lionel Page found a crayon*



A morning 5km run at Hobsonville (Parkrun) (A morning what???...run?...and we let him fly gliders?) had me at the gate nice and early for a change - 9.30am. I did not expect too many takers as the forecast was for rain at 10 am and there was lots of haze about - certainly looked like the rain was not far off.

Roy Whitby arrived and we opened up. Not long afterwards Neville Swan and Brendan Moore arrived.

Brendan decided that he needed "flight in rain" signed off - and the day seemed appropriate so we extracted RDW and GMW from the hangar and he did the DI.



A call to the Towie, Fletcher McKenzie, confirmed we were going to fly and his presence was required to launch us. A Hercules duly departed and a little while afterwards the ATC went off duty - just in time for Neville and I to do a circuit to see how far the rain was away.

Although plenty of haze, there was very little rain to be seen, possibly some to the very far north and over Auckland City, but hard to tell.

Next up was a check flight with Claire Dickson (18kts straight down the vector). Nicely handled - so off she went for a solo flight.

On her return and as there was still no rain in sight, and we had not other

takers, we called it quits and packed up. Too early for story telling - we helped Claire and Joseph Dickson hitch up LX's old trailer to be taken away for parts.(I think)

All in all, an interesting day when I thought there'd be no flying.

SUNDAY

We've been having lots of 'weather' lately - and come Sunday morning - it looked like it was going to be just another in the string of lost days. While observing the top of Skytower disappear into the murk, I received a text from tow pilot Derry Belcher stating the weather wasn't looking good, to which I replied in agreement, and suggested he stay at home then did the same for duty pilot Issy Burr.

Upon finishing my cuppa, I couldn't believe how rapidly the sky was clearing and the sunshine was now mocking my decision. However, the rain radar was still showing lots of shower activity and the NZAA IFIS indicated lots of wind too. Maybe I should drive out to the airfield anyway ...

Upon arrival at the gate at the belated time of 1020hrs, Kazik Jassica was there just ahead of me, with Neville Swan and Roy Whitby having arrived sometime prior.

Somehow, we filled in time with little chores, sachet coffee, and frequent observations of an ever changing sky. Tony Prentice arrived and seamlessly welded into our conversational topics - and all this time not one aircraft left the hangar.

At midday we departed the airfield as another brief shower brushed our shoulders.

COASTING We leant on Nico Lamb, the cadet who got a Coast run with Steve Wallace. We asked for a few words of his experience.....



For several weeks leading up to my ridge gliding experience with pilot Steven Wallace I had been planning to attend the 5 squadron ATC gliding day. However, when bad weather forced the activity to be postponed I was ecstatic when Steve asked whether I would like to come ridge soaring with him that Saturday.

At first I didn't know what to expect apart from that it would be rough due to the weather. However even these lack of expectations were shattered with how ridiculously awesome the experience was. Capping out at 110 knots airspeed on the way back from Raglan Harbour with me at the controls was the most exhilarating thing I've ever done.

I owe a HUGE thanks to Steve and fully recommend that if the opportunity ever arises to anyone else they take it!

LANDOUT PLANNING..... *Garret Willat*

Planning ahead might mean turning around

Let's look at these 5 cross-country landout topics.

Blinkers

Have you ever watched a pilot climb into the glider and as they get their safety harness on they put on their blinkers, like a horse, so they cannot look backward? Why do pilots forget to turn around to a safe place to land when they are headed out on course? With such excellent visibility and fantastic technology, it is incredible that anyone is ever surprised by a situation where they cannot make it. You can see the numbers unfolding for the worse typically a long time before.

Technology

It is very rare to see someone going cross country without the use of technology. There are many different ways to display your safety margins and glide to an airport. It is very common though to see someone flying cross country with no clue how their technology works or what it is displaying. Please take time to know what the numbers being displayed are telling you. The manufactures spend a lot of time making features to help keep you safe.

Glide Cone

A new student learns to fly within their glide cone and knows when to turn around and start heading towards home. When you start flying cross country, you have to become a lot more optimistic that you will find another thermal. But of course, sometimes you will not. However, back to that initial planning as a student pilot, you have to remain within glide of a safe place to land. No matter how inconvenient the result will be. What will be inconvenient is trying to get your glider into a repair shop before the season is over.

You can't get caught up trying to make it home or trying to find the next thermal, or where that thermal could be. At some point, you have to abandon your task and stay within your cone. You might still be able to find lift, even while you are heading to the airport to land. It's not over yet.

Land-able Fields

I talk about airports mostly because we lack farm fields here in the West and hop from airport to airport. However, you could easily rephrase this to land-able fields. My landout day at the WGC in Finland required some deviation to get to it and a little backtracking. But it wasn't worth a few points to glide off into the unknown when I had already visited the field from the ground.

Nobody remembers 4th place or 5th or 20th; everyone remembers the pilot that landed in the trees though.

Think Safety

Always stay within glide of a place you want to land. Seems obvious... however pilots do it all the time, and sometimes the results are bad. Other times pilots luck out and continue on after finding a thermal.

The other way this article could have gone after the first sentence is clear your turns!! But that will be for another week.

ATC CADETS

The weather was not kind to the 5 Squadron ATC on last Saturday or Sunday. They have re-booked for 1 September.



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
	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	5 SQN ATC
	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	