

# WARM AIR 24 Aug 19

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday	Instructing: Rex Carswell	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Joseph Dickson	
Sunday	Instructing: Steve Wallace	
	Towing: Graham Lake	
	Duty Pilot: Brendan Moore	

### MEMBERS NEWS

#### **SATURDAY** Towie Andrew Williams gets us going

The blue skies at home looked promising, but by the time I got to the airfield there were a showers passing through. We waited around for a while until the last one passed (according to the rain radar) and then we got started.



With the Auckland ATIS saying few clouds at 1800' we had to tow up between some to get to 2000'. There was plenty of space up there, though not much lift, unfortunately. And not much in the way of showers for those who wanted to sign off flight in rain. It was a shame to only do two tows on what had become a decent day for flying, so first Ivor Woodfield and I, then Rahul Bagchi and I went up in the tow plane for some quick tiki tours and practice some maneuvers. It only took about 15 mins to get over to the coast and back, so I plan to do that more often!

*Instructor Ivor Woodfield adds some details .....* The sky was blue when I left home to drive the few Kms to the field. As I arrived to join Jonathan Pote in the car park, the rain started. We waited for a break before opening up, and once I had the hangar open the sun was shining again from a blue[ish] sky. This set the tone for much of the day.

We got the twin, the tow-plane and the caravan ready for the day although we had to spend time dodging between rain showers. Quite a group had gathered by now, including Duty Pilot Clare Dickson, Tow Pilot Andrew Williams, Tony Prentice, Kazik Jasica, Roy Whitby, Brendan Moore, Neville Swan and Rex Carswell. Rex took advantage of the fact that things were all inside the hangar for a while to get an extension speaker for the base radio set up on the outside of the caravan.



The sky cleared and we set up on the threshold of 026 ready to do some gliding. The cloud-base was looking fairly low, and the ATIS was suggesting a strong westerly at 2000'. There were still a few big showers apparent in the distance, although nothing close enough ironically for Brendan to go "flying in rain", which he has been trying to do for some time. Kazik opted to take the first flight and we chose a few tasks to look at once we got airborne. As we climbed we could see that the low cloud-base could possibly prevent us reaching our target height. In the event we were able to release upwind of the field at 2000' and after a short and fruitless search for lift, worked through some slipping and skidding exercises before rejoining the circuit.

Once we landed I was approached by Rahul Bagchi who was keen to take a flight with Jonathan. He was aware of the low cloud-base and increasing cloud cover, as well as the strength of the wind higher up in the airspace. Nonetheless, the two of them took a launch, while Kazik and I took the opportunity to work through some theory. Before long, despite a pleasant flight, the twin was back on the ground, and no-one else was keen on any glider flying. Therefore we packed away, dried things off and people headed off for the day. Lionel Page was finishing off some dismantling work on an old trailer, so a couple of us stayed on briefly to lend a hand, and Andrew took a couple of flights in RDW. However, neither activity continued for long. Overall, just two flights in the twin for the day, and all out by 1500.

## **SUNDAY**

Sunday tow pilot - stayed in bed. *(and did not wear out his keyboard)*

## **ATC GLIDING**

The weather was not kind to the 5 Squadron ATC for their last booking. They have re-booked for 1 September and again for 21 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.

Can I please have an indication who thinks they might attend.

There is also a cross country course that weekend at Matamata. This is a great course for those new to cross country and for those who would like a refresher and, sometimes, a kick start to go further afield. If you wish to attend the course talk to his CFIness Ray Burns.

With this extra event accommodation might be tight so early in is a good idea. The airfield cabins can be booked through Ralph Gore <mailto:Gore.Family@extra.co.nz>

## **DEHYDRATION** *Garret Willat*

Tends to be a contributing factor to a lot of stupid things that happen at contests.

### **Preventative Maintenance**

My first contest was in Phoenix, AZ early in the season before it got hot. At least that is what they claimed, it seemed pretty hot to my crew, and I. All of the pilots walked around with water. I remember Tony Smolder with his huge Big Gulp cup full of ice water and a wet towel draped over his neck. He would drink a few of them before stepping foot into the glider. The goal was to go pee a few times an hour. The FAA recommends between 2-4 qt of water every 24hours. When it is in the triple digits before 9 am, more might be required.

You might find that going pee a few times an hour to be excessive, or just the sign of old age. The idea is that you are making sure you are staying hydrated. It is not an easy task to get hydrated once you become dehydrated. If you have become more than mildly dehydrated, you will not be able to drink a few glasses of water and become hydrated.

### **Fatigue**

Fatigue will probably be the first and most noticeable sign of dehydration. You are probably already fatigued from flying, and this will add to it. Fatigue will make it much more unlikely that you are making the best decision, and you are operating at your peak performance. I remember one wingtip first landing (not me) at Hobbs NM during a contest where the pilot was clearly not performing at his peak performance.

### **Body Deficiency**

You cannot rely on your body to tell you when it is thirsty. That feature within all of us does not default to a low enough setting. You will get that feeling when you have roughly 1.5 liters deficit. Only a little bit of water is required to remove that feeling of thirst. Your body will still have approximately a 2% deficient in total body weight. Weighing yourself before and after you fly is a good idea in determining if you are drinking enough water. Dark urine is not good, but we will talk about urinating in the glider next week.

Here are some helpful suggestions from the FAA:

- Drink cool (40° F) water (forget the old "sports day" theory that lukewarm water is absorbed faster into the system).
- Carry a container so you can measure daily water intake.
- Don't rely on the thirst sensation as an alarm...stay ahead. If plain water is offensive, add some sport drink flavoring to make it more acceptable.
- Limit your daily intake of caffeine and alcohol (both are diuretics and stimulate increased production of urine)
- Exercise can cause a large amount of body fluid loss that is difficult to replace quickly.
- Acclimation to a change in weather takes one to two weeks.
- Monitor personal effects of aging, recent illness, fever, diarrhea, or vomiting.
- Monitor your work and recreational activity; if you feel light-headed or dizzy, call it a day.

- In extreme heat and exercise conditions, salt and electrolyte loss is a factor but not for the average person with a moderate exercise program. The American diet takes care of the loss.

### Duty Roster For Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	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	5 SQN ATC
	22	T PRENTICE	L PAGE	A WILLIAMS	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	