

WARM AIR 21 Sep 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: Rex Carswell

Duty Pilot: Rahul Bagchi

Sunday

Instructing: Lionel Page

Towing: Graham Lake

Duty Pilot Tony Prentice

5 SQUADRON ATC SATURDAY - EARLY START PLEASE AND HELPERS
MEMBERS NEWS

SATURDAY *Instructor Rex Carswell mentions a couple of details;*

The weather forecast mid-week was predicting rain, but somehow we were spared at the last moment. I hastened my Weet-Bix intake and downed the last dregs of my cuppa - the morning wasn't looking so bad after all.



Upon arrival at the gate, Jonathan Pote was already there with clip-board in hand - ready to log us in. I was just a tad late. As I collected the gate key, I remembered I also had to pick up the channel 12 radio from Base Operations. Kazik Jasica was right behind me and expressed he was keen to fly. Great! - time to extract the toys. Towie Fletcher McKenzie duly arrived, and Roy Whitby to check up on the days action.

First launch in the twin got underway at 11:15am. The northerly breeze had freshened and was essentially pure crosswind - only slightly favouring vector 26. Kazik was wanting to do a couple of circuits, but I suggested we take the first launch to 1500ft to better evaluate the conditions, and thus have a better prepared circuit. The climb out was lumpy, and at times boisterous, but was to be expected. With that, we also had some good patches of lift. After release, Kazik soon had us through the 'scratching' phase and into

a good area of lift. From this, a good well timed circuit was demonstrated - and 21 minutes accumulated for the log-book. With the debrief done, I suggested he take the next launch - solo. With a smile of acceptance he was away for another 'short' 1500ft launch. Well, he promptly got himself established - reached the top of the airspace (3500ft) and stayed up there for 50 minutes. Well done Kazik!

The only other flights were two sorties conducted by CFI Ray Burns with Andrew Fletcher aboard - working towards Andrew's instructor conversion. All going very well by all accounts. We were 'done and dusted' and departed the airfield at 2:10pm. Many thanks to Jonathan for doing the time keeping, as well as manning the gate. Also, I apologise to our rostered Duty Pilot - Matt Moran. He sent me a text message enquiring if we were operating - but I didn't see it till the end of day. Maybe I ate my Weet-Bix too quick.

SUNDAY *Instructor Steve Wallace starts us off*

Sunday started off with a rain band moving through around 10am which I think reduced the numbers of punters for what turned out to be a rather nice afternoon. Gliders were extracted post the rain and we were underway by midday.

First up was Kazik Jasica who was wanting to work on the accuracy of his landings so we towed to 1,500'. The sky had some great streeting and we quickly climbed in strong lift and were at almost 3,000' before the tow plane had landed. We hung around enjoying the streets while we waited for a C130 to depart before side-slipping with brakes open to get an exercise signed off on the way home. Tony Prentice in BD and Brendan Moore in VF then headed up but their timing was bad as the streets had moved off leaving little in the way of good stay up options. Kishan Bhashyam then ended the day with a currency flight but didn't quite tow high enough to connect with the good streets that had formed up again and were heading our way. And that was that, no more customers despite a gorgeous looking afternoon sky.

Towie Andrew Williams adds to the story..... The early birds caught the lift on Sunday. First flight of the day was Kazik and Steve and they found great lift in a beautiful street near Riverhead. After an Air Force Herc departed Tony got away, and got into the same lift. Then Brendon followed, but unfortunately the sky cycled and they were both back on the ground shortly later. Kishan went up for a check ride but the sky remained very calm resulting in another short flight. On the plus side, we got to sit in the sun and watch Ray splice a new tow rope, then everyone headed off home to mow lawns and do other chores and responsible activities.



PASSING OF TONY TIMMERMANS

It is with sadness that we learn Tony Timmermans has passed away. Tony was one of the originals, having started gliding in 1949 and been to World Championships.

Funeral details will be provided as and when they become available.

5 SQUADRON ATC

We are hosting 5 squadron ATC this Saturday. Can we please have an early start ready to launch at 0900 and some helpers please. In particular we need to keep pushing them along and making sure the next cadet to fly heads out to the glider as soon as it comes to a stop.



START OF SEASON BRIEFING AND AGM

The Start of Season briefing will be in our hangar on Saturday 19 October at 1000 followed by the Annual General Meeting. Attendance at the SOBS is essential.

Nominations for the committee and Notices of Motion are sought, to the secretary, Ivor Woodfield please.

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. So far four have bothered replying although a number have given verbal indications.

There is also a cross country course during and straight after labour 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.

Word on the street suggests airfield accommodation is filling fast. Don't wait but book now. The airfield cabins can be booked through Ralph Gore
<mailto:Gore.Family@xtra.co.nz>

LABOUR WEEKEND DINNER

For those making it to Matamata this labour weekend (26th to 28th Oct) and would like to part take of Saturday diner (or Sunday to be confirmed), please send your interest and numbers to kishan@bhashyam.co.nz

Cost is usually \$35pp (currently awaiting confirmation). There might even be a 'live band' in if enough interest is expressed!

Please send your interest and numbers. Specific details to follow.

THE ART OF THE SOFT RELEASE

.....Garret Willat

On a Schweitzer hook, a soft release prevents the release arm from slamming into the stop. It also puts less wear on the latch on both the male and female sides. On all tow hooks types, a soft release keeps the rope from tying itself into a huge knot. The knot gets dragged on the runway and quickly wears it out as it's now has a single point dragging across the pavement.

If done correctly, it's less wear and tear on the hook and the rope.



What a soft release is not.

A 3 G pull up while still on tow, followed by a -1G pushover.

When you "pull up," you slow down, putting more tension on the rope. Many of use polypropylene rope which has some elasticity to it. Pulling up just stretches the rope, when you let the nose down to accelerate the rope is still stretched. You always end up with a hard release, a loud bang from the hook, and a good knot in the rope.

What should a soft release look like?

Reduce tension on the rope without producing a large slackline. Start with a gentle rise behind the towplane. It's even better if it's well before release.

Let's say you are planning on releasing in the lift. You don't release at the first bump of lift you need to feel if it is wide enough. Five seconds with students is what I use a lot of the time. So as you hit the lift and start counting one one thousand... you slowly climb behind the towplane — about 5-10 feet. Three one thousand you are clearing both left and right. By four one thousand you gently let the nose down, accelerating back into position, 5 one thousand you pull the release turn right. If you are out of the lift you just slowly settle back into position.

Because you let the nose down for this soft release, you will need to bring the nose back up. Bringing the nose up stops from chasing after the rope after release, I can only imagine the damage the rope would do to you. But the other part is you probably want to slow down to thermalling speed. Even if there is no lift, I want to slow down to the minimum sink.

Before you turn, you want to make sure that you have released. You do not want to get that out of order. For the sake of the towpilot, please release before turning. Also, you have to release before raising the nose. When you do that out of order you defeat the whole purpose of the soft release and end up releasing under a lot more tension than you would have had you skipped all of the above and just pulled the release.

One note with the TOST release, if you are going to use the manual recommendation and pull multiple times it would be best to hold it completely open for more than 1/100th of a second. I've had pilots that pull multiples times what seemed like five cycles in 1 second.

From the TOST Manual:

If the tow cable is under a reduced load, or no load at all (if the glider over- runs or overshoots the cable), the tow ring pair, along with the cable, will be released and dropped only when the release mechanism has been fully actuated. To be 100% sure the cable has been released, you should actuate the release completely several times.

WAVE FLIGHT OUT OF KINGAROY *Jim Crowhurst did this recently*

A great wave flight last Sunday. Got to 17,500ft over the Bunyas. 2 deg in the cockpit at that height. Wore shorts... 🤔 12min video up on YouTube.

<https://youtu.be/FU4Sa06bwz0>

Duty Roster For Sep,Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Sep	21	R BAGCHI	R BURNS	R CARSWELL	5 SQN ATC
	22	T PRENTICE	L PAGE	G LAKE	
	28	R WHITBY	I WOODFIELD	R HEYNIKE	
	29	I BURR	R BURNS	P THORPE	
Oct	5	C DICKSON	R CARSWELL	F MCKENZIE	
	6	K JASICA	S WALLACE	A WILLIAMS	
	12	J DICKSON	R BURNS	A WILLIAMS	Power Sect Comps
	13	B MOORE	L PAGE	P THORPE	
	19	S HAY	I WOODFIELD	R CARSWELL	
	20	K BHASHYAM	R BURNS	R HEYNIKE	
Labour W/E	26	G LEYLAND	S WALLACE	P THORPE	
	27	I O'KEEFE	L PAGE	F MCKENZIE	
	28	M MORAN	R BURNS	R HEYNIKE	
Nov	2	T O'ROURKE	P THORPE	D BELCHER	
	3	R BAGCHI	I WOODFIELD	G LAKE	
	9	T PRENTICE	S WALLACE	P THORPE	
	10	R WHITBY	L PAGE	D BELCHER	
	16	I BURR	R BURNS	F MCKENZIE	
	17	C DICKSON	I WOODFIELD	R HEYNIKE	
	23	K JASICA	R BURNS	G LAKE	
	24	J DICKSON	L PAGE	A WILLIAMS	
	30	B MOORE	I WOODFIELD	D BELCHER	
Dec	1	S HAY	P THORPE	R HEYNIKE	
	7	K BHASHYAM	R CARSWELL	F MCKENZIE	
	8	G LEYLAND	S WALLACE	G LAKE	
	14	I O'KEEFE	L PAGE	R CARSWELL	
	15	M MORAN	S WALLACE	D BELCHER	
	21	T O'ROURKE	I WOODFIELD	A WILLIAMS	
	22	R BAGCHI	R CARSWELL	F MCKENZIE	