

WARM AIR 7 Sep 19

Aviation Sports Club Gliding Newsletter

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| 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: Geoff Leyland | |
| Sunday | Instructing: Ray Burns | |
| | Towing: Peter Thorpe | |
| | Duty Pilot: Ian O'Keefe | |

MEMBERS NEWS

SATURDAY *Instructor Peter Thorpe reports*

The day looked flyable with a brisk SSW wind of about 14kts on the ground and broken cloud at 3000ft. It was pleasant in the sun but the wind was cold, however, that never deterred determined glider pilots so we set up on 26 and prepared to fly. Ruan Heynike was tow pilot and we were soon joined by volunteer gate guardian Jonathan Pote, Kazik Jasica, Geoff Thompson, Ray Burns, Andrew Fletcher, Tony Prentice, Roy Whitby and Kris Pillai. Rex Carswell appeared to help Tony fit a new microphone to his PW5.



Kazik was keen to get cross-wind landings signed off for his B Cert so at 1120hrs we launched to 1500ft to test the conditions. In fact we found the cross-wind effect was not very strong because the wind had died down but it was enough for our purposes. Next was Geoff Thompson who wanted to try some side slipping. We towed to 2000ft and chased a weak thermal for a while but then didn't have enough height for side slipping so returned after a 20 minute flight. Ray and Andrew went off to do some instructor training (I wonder who instructed who?) then Kris and Roy went off together but both flights only made 16 minutes so we concluded it was not a soaring day. Kazik and I took another 1500 footer to see if we could improve speed control on finals and then Kris went off solo and managed the longest flight of the day at 22 minutes. No further interest in sled rides so we packed up at 1430hrs and headed for home after six launches for the day.

SUNDAY *Instructor Lionel Page gets the crayons*

Started as planned at 8 am. Very soon Jonathan Pote arrived and manned the gate to dutifully sign in all ATC and club members. Kishan Bhashyam (our duty pilot for the day) and towie Rex Carswell were not far behind.

Rex had RDW out and Kishan soon had GMW DI'd when the ATC arrived. Ray Burns had also arrived and headed down to the ATC hangar to extract GNW. We set up on 26 but the Controller soon wanted us to join Ray at the 08 end.



The wind was fickle but sure enough, soon started favouring the 08 end. Rex took RDW up for 3 circuits to get current again and was soon ready to start a long day of towing.

The earlier flights were good sleigh rides - extremely smooth with little to no lift in evidence. As the day heated up the convection started and we started getting a few more lumps and bumps.

By midday (after a Wedgetail departure in the morning - Look that one up - an interesting 737 with mods) we were having sustained soaring and were coming down after about 30 mins to let the next cadet have a turn, rather as a natural consequence of lack of lift.

By mid-afternoon (after the return of the Wedgetail) the lift dissipated and our flights shortened. Finished the day with a flight with Ray in GNW out to Kumeu - really interesting to finally get a go in the Grob 109.



All-in-all a great (long) day - hopefully a brilliant sign for things to come - given that it was officially the first day of spring. (23 flights (incl the Grob) with a total flight time for gliders of just over 9 hrs) Longest flight time honours goes to Tony Prentice in GBD with 95 minutes - but to be fair GVF did have a fair queue and no one was going to be allowed to stay up too long.....

A huge thanks goes to the ATC who helped throughout the day with launching and retrieving landed gliders back to the launch point.

All closed up by just after 6pm.

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 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>

THE ART OF IN-FLIGHTPILOT RELIEF



Bags

Must be tested in the privacy of your bathtub. I mean you could practice for the first time in the glider. But the cleanup. And there will be cleanup, will be easier in your bathtub. Some bags you might be willing to keep in the glider during your flight, others you might not. If the bag is going overboard, you want to make sure that it is positioned not to allow the air to force the liquid out of the bag and back into the cockpit. Typically some twisting and the bag opening out first is a good idea. Once the bag goes out the window swiftly downward flick of the wrist is in order. Because the wing is not something you want the bag stuck to, bounce off of, explode on, etc.

Bags get complicated when it's cold outside, and you need to get enough of your plumbing into the bag. You need to make sure you do not retract back out of the bag midstream. Always make sure you

takeoff with enough bags. I have yet to be at a contest where someone isn't walking the grid looking for spare bags. I have been that someone at least once.

The art of peeing in a bag

You want to hit the back of the bag, you wouldn't think this is a big deal, some weird magic goes on, and there is a tendency for it to flow back out again. Put the bag in place. Then stick your hand into the bag to open it fully and push the bag end down with your hand while it's inside the bag. Remove your hand from the bag. At the same time of peeing towards the back of the bag, you want to make sure your bag is closed at the top around your plumbing because while in flight it will not be smooth like it is in your bathtub. The bag is also placed in a way allowing the maximum amount of liquid to fill the bag while not spilling. All of this while not interfering with the stick.

Trash bags

I have used small trash bags that come on a roll. Those seem to work pretty well, but they can be too thin for anything remotely sharp in the cockpit. So you have to take extra care, and pre-inflate and pressure test. The real problem here is you can not safely keep these in the cockpit with you. These must be twisted very well and rolled precariously out the window. If I have bags going out this is my preferred method

Ziplock

I typically don't go for the off-brand here. Gallon freezer ziplock are more robust, have a reliable locking mechanism, and don't necessarily have to be tossed out. If it is going out, the same precaution must be used when going out the window. Without twisting, you may allow the liquid to travel back into the portion of the bag that is still inside, even name brand bags are not strong enough for that pressure. If I am planning on keeping them on board, I will put an absorbent sack from a diaper or a tampon in them to help minimize the liquid anything absorbent to reduce the risk of a cockpit catastrophe. Then I typically place it inside a second bag that can hold a few others and place it near my knee or behind my waist. This is my most commonly used method.

Restop

RESTOP is the professional version of a Ziplock bag. Unlike your freezer bag, it has thick walls that will not leak. It has internal absorbent polymers and enzymes that soak up 20 ounces of urine. The polymers and enzymes take the place of an absorbent sack from a diaper or tampon. RESTOP is easy to use, sanitary and environmentally friendly. These bags are never tossed out but disposed of after landing.

Leg bag

It is designed for the medical field to be leakproof, clean, easy to operate, etc. Leg bags are my new preferred method when it comes to bags. I'll talk more about external catheters later, but I typically have a quick connect and two extra-large leg bags with backup zip locks in the side pocket. In an upright seating of a two-seater, I usually attach the bag near my ankle or leave it on the ground behind my feet. Single-seat gliders it is just a matter of getting it as low as possible.

Depends

I have not used them; my female friends do; they are not fans. Just like your toddler screaming about sitting in their own warm then cold urine, it's less than ideal. Adult Depends will hold a lot of liquid, and I did have a male reader email me who will remain anonymous "My personal experience with Depends urinating relatively small amounts during long flights has been very successful. No leakage". Simplicity

this is a lot easier than peeing in a bag. If the volume is not too high, this is a lot less complicated.

GLIDING NEW ZEALAND NEWSLETTER

The latest issue can be found here

<https://kor.qwilr.com/GNZ-September-2019-r9OEzXFSXuM4>

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 | |