

WARM AIR 19 Oct 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: Ruan Heynike

Duty Pilot: Clare Dickson

Sunday

Instructing: Ray Burns

Towing: Rex Carswell

Duty Pilot Kishan Bhashyam

**SATURDAY - AGM AND START OF SEASON BRIEFING
MEMBERS NEWS**

SATURDAY

Our friends in the Power Section decided to hold their club competitions on this day. Normally this is no problem and we both operate happily together. This time the Tower decided to be on duty and gliding would not be allowed. As it turned out the weather was not that flash for gliding so we did not miss that much.



SUNDAY *Towie Peter Thorpe got in first*

After Saturday being a no flying day it was nice to see Sunday was looking like a nice day. The wind was SW 8 knots according to the AKL ATIS and it was a short sleeve shirt day for a nice change. Derry Belcher was using RDW for a BFR so I did not need to pre flight it and went and filled the fuel containers instead. Jonathan Pote was doing his usual sterling job as gate guardian while Andrew Fletcher was doing his first day

as instructor with Lionel Page providing supervision while he demolished an old trailer. Brendan Moore was duty pilot and it was good to see Neville Swan back from a narrow boat holiday in UK. Other members present were Toni Thompson, Tony Prentice, Ray Burns, Kazik Jasica, Roy Whitby and Rahul Bagchi returned from the dark side (power section). First flight was Toni in MW for a solo taking off at 1136 and then a non stop run of launches for Ray in MP, Tony in BD, Brendan in VF and finally Andrew got a flight with Kazik. All four gliders airborne so time for a leisurely lunch break and a change ends to 08 then Lionel went off in MP and Andrew and Rahul in MW while Kazik tried out VF. Last flight was Rahul with Neville as rear seat passenger launching at 1530. Nine launches for the day with everyone getting good soaring flights.



Instructor Lionel Page adds.....A nice looking day and I thought there'd be a lot of people out given that Saturday was not flyable due to the Power Section holding a competition.

A bit of a mix up with Ray thinking that Peter was instructing (rather than towing) meant that we collected to base radios. Ray was out REAL early for Derry to get his Power BFR done, which I believe he did - good stuff Derry.

We soon had the fleet out but not too many people wanted to test the conditions. Andrew wanted to get a supervised instructor duty under his belt so I gladly handed over to him but there was a distinct lack of students. Eventually, Kazik Jasica wanted a checkout and Rahul Bagchi a check flight as well - so at least he got some flying.

First up to try her hand was Toni Thompson in MW and then Ray Burns took MP up and was soon reporting that he was north of North Shore airfield and heading further north. Our CFIness got flight honours of 1 hour 43 minutes. (With Andrew doing the duty and Ray on the ground - I got to go for a flight in MP as well - great conditions and I managed 1 hour 40 - just shy of Ray's effort - but not nearly the distance covered.

Lots of long flights were had (Brendan Moore managed a respectable 96 minutes in VF) - may this be the beginning of an awesome season. Rahul Bagchi exercised his passenger rating and took Neville Swan for a flight.

A great day - those that could not make it sure missed out.

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.

Bring a chair, the stones are uncomfortable

There will be a BBQ afterwards.

LOCATION AND POSITION REPORTING *Garret Willat*

If you are going to use the radio for position reporting, you need to make sure you are accurately reporting your position.



Where am I?

When you look down and ahead to your left, you see a lake; you are not over it yet. However, when pilots call on the radio, they claim they are over it. The lack of position knowledge leads to some confusion, especially when it is a radio call when entering the pattern. Based on experience at uncontrolled airports, saying 'entering the 45' narrows your position down to about five sq miles, which doesn't help anyone else, because on paper it should be a pretty small area.

One of my favorite interactions on the Unicom was (I will change the call signs to protect the pilots):

"Warner Springs Traffic glider XX over Goose Lake at 4100ft entering the pattern Warner Springs traffic."

"XX I am over Goose Lake at 4000ft I don't see you, do you see me" in a panicked voice

"Oh, I'm still about a mile away."

If you are going to use the radio for position reporting, you need to make sure you are accurately reporting your position. Saying you are 'one mile southwest of Goose Lake' would be just as easy on the radio and slightly more accurate if someone else is out there. That someone else is out there is the reason we are talking on the radio.

If you don't know where you are, this leads to problems for the pilot entering the pattern and trying to enter at the appropriate height. When you are over something that generally means it is directly underneath you, which you cannot see. So if you are using a landmark, you shouldn't be able to see it. If you are trying to get there at a certain altitude, you have to account for the altitude loss from the point you are over until you are overhead of that point.

Flying in a Crab

Imagine you are on downwind with a crosswind that is blowing you toward the airport. To maintain proper alignment, you have to crab away from the airport. If you are looking at 90 degrees from the glider, you will be looking ahead of where you are abeam. You need to be looking perpendicular to the runway. This throws a lot of students off.

The crab becomes more of a visual error when the student got too close to the airport and is not only crabbing but trying to work back away from the airport to a proper downwind. I notice students saying they are abeam the landing area while they are still a few 1000ft away. Potentially leading to a few hundred feet of error in altitude from where they think they should be.

Outside of the pattern

Turnpoints

With everyone posting on the OLC, you can see where pilots are actually turning, like the fishing story. "I turned Jacumba today" when, in fact, their GPS trace shows they turned five miles short of Jacumba, flying ten fewer miles. Once you add a few more turnpoints in there, the flight just got a significant amount shorter.

Those of us that raced with cameras know what it was really like getting over the target. It would disappear, and you might have to lower a wing and strain your neck to look down. Then hope you went far enough and pull up and turn, hoping your point was off your wingtip. I only raced one contest with a camera; they were being phased out when I started racing. I did, however, do my badges flights with a camera. We still have the declaration forms hanging in the instructor's office.

Position reporting

When you are flying with someone, and you are trying to meet up or share information. You have to be doing a good job reporting your actual position. When you look down at a 45-degree angle to the north edge of the city, and you tell your buddy, you are over the city. He might be looking at the cloud over the city and head for that expecting to find you there. FLARM has really been a game-changer on finding those that are geographically challenged.

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. Further down is an excellent piece by Piako CFI Steve Care describing good landout spots on the run to Thames, how to find them and some useful tips. Excellent preparation for those planning badge flights and, indeed for everyone else flying the area. We are grateful to Steve both for writing this and for allowing it be published in Warm Air.

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 it sounds like we are going to be able to roll into the catering for the Cross Country course.

Cost is \$7 for Breakfast, \$8 for Lunch and \$15 for Dinner and an all meals ensemble for \$30. The caterers will need to know the day before which parts you want or you will miss out.

Please send your interest and numbers to Kishan kishan@bhashyam.co.nz

GLIDERS DE RIG

We will need to derig both of the singles this weekend, This will be a Sunday task unless the weather forecast is horrible when it will be done Saturday afternoon.

Help will be required but it is the singles and won't take long



Duty Roster For Sep,Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Oct	19	S HAY	I WOODFIELD	R HEYNIKE	AGM ans SOSB
	20	K BHASHYAM	R BURNS	R CARSWELL	
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	30 Sqn ATC
	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	