

WARM AIR 2 Nov 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Peter Thorpe	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot: Thomas O'Rourke	
Sunday	Instructing: Ivor Woodfield	
	Towing: Graham Lake	
	Duty Pilot: Rahul Bagchi	

MEMBERS NEWS

LABOUR WEEKEND - WE WENT TO MATAMATA *Instructor Lionel Page opens the account*

Well what a weekend. Saturday (not my duty day) was brilliant with the ridge working wonders. Was able to take MP down to the Tauranga Road and back up almost to Mt Te Aroha.



I believe that Ray Burns went further in the flight before me.

Sunday, my duty day was not too flash. Steve Wallace kindly took Brendan Moore for a simulated paddock landing across the field. We were all still in the line of fire - so quite some incentive for Brendan to get it right - which thankfully he did. Wonderfully executed.

Next up was Rahul Bagchi to test out the conditions but with gliders returning fairly shortly after takeoff, there was not too much promise. The thermals were strong initially but a turn later seemed to disappear. Needless to say, the flight was short and we were soon on the ground.

Craig Best got a short flight in as well before we decided to call it quits with a circuit to land long and put the glider away.

On another note - it was great to see a huge number of club members out and the large number of private aircraft taking to the skies. I really need to get GON back in the air.



A huge thanks to Marion and David Moody for superb meals. Absolutely brilliant.

Towie Peter Thorpe adds..... I was rostered to tow on Saturday so we met at the airfield at 0830. Weather forecast was favourable so duty instructor Steve Wallace, student Craig Best DI'd MW while I looked after RDW and helpers Lionel Page, Neville Swan and Brendan Moore proceeded to load gear such as fuel containers, ladder, pickets, radios, battery chargers etc onto MW trailer. The Auckland ATIS said the wind was 220/18 so a cross wind take off and mostly cross enroute as well. We launched at 1000hrs and headed down the harbour at 1500ft looking into a hazy sky

that made it quite difficult to see what was ahead. Plenty of lift and sink from the wind over the hills which made speed control for me and keeping position for the glider a test of our skills. Once past Orere Point we were able to climb higher. Steve had said if the ridge was working he would release early and do a ridge run to Matamata so we duly turned left at Ngatea and joined the ridge at about Hikutaia which was a bit further north than the Tirohia spur that Steve had asked for but they non-the-less released and left me to head direct to MA on my own.

On the ground at Matamata singles were being rigged while we waited for MW to arrive at around midday. Local area brief at 1230 from a local guru plus a magnificent sandwich from the kitchen courtesy of Marian Moody and then it was down to the 28 launch point. First launch was local resident Roger Brown in his Libelle at 1315 and the rest of the afternoon was a steady stream of mostly ASC pilots all heading for the famous Kaimai Ridge. Last launch was at 1645 for a total of 10 launches for the day. Gliders tied down, beers drunk, tales told and then a magnificent roast meal from the kitchen.

Sunday morning breakfast was running a little late because a car took out a power pole just outside the airfield so there was no power and no water. Our intrepid catering staff just shifted camp from the club rooms kitchen to the camp ground kitchen and served up a mighty cooked breakfast using the gas rings. Fletcher McKenzie was rostered tow pilot but he contacted me to say he was stuck in Auckland due to family commitments and could



I tow for him. Well, what else could a man do but accept the challenge and by 1145 we were back on the grid launching. The ridge was working but not very strongly so we had a mix of tows to the ridge and some local high tows for thermalling. A mix of ASC and Piako gliders, including a heavy weight Janus which took me 14 minutes to tow to the ridge compared with a normal 10 minutes. A good day with 13 tows, one by Derry to give me break, and again finished by 1700 with time to freshen up before another roast meal, a listen to some of the cross country course lectures and a beer or two.



Another minor drama in the kitchen on Monday morning with the chefs oversleeping and then treating us to the sight of both David and Marian cooking in their night attire and dressing gowns. Another fine breakfast was served though. Ruan was due to be tow pilot and he duly arrived in a C172 from Whenuapai. The forecast was for rain so CFI Ray made decision to pack up and head for home early. Ruan was able

assure us that the cloud base was around 166ft so with Ray and Craig in MW he launched at 1045 and left me to drive Ray's car back with MP and trailer behind. A smooth trip home with well behaved traffic after a really good weekend.

LOOK OUTSIDE.....Always assume there is another glider out there..... *Garret Willat*



Look outside.

Last week I talked about where to look when thermalling, but the main emphasis was on scanning and using the nose as your primary instrument. This week will be an emphasis on how to incorporate that and not trade paint with anyone. I know everyone's favorite racing movie is Days of Thunder, thankfully car racing is not like racing gliders, and there should be no rubbin, no bumping, no nudging, no trading paint. The person established thermalling should not have to do anything to allow the other glider into the thermal. The entering glider should safely join into the gaggle without anyone requiring to take evasive maneuvers.

Unfortunately, this is not always the case. It might be a combination of pilot error or the lack of not looking outside and not seeing one of the other gliders. Generally, I think it is the latter, it is also the easiest to resolve.

I have been near two mid-air collisions. Both of them were light contact, and all of the pilots flew the gliders home. The first one was as we headed out on a marginal final glide. The second glider did not see the glider ahead, slowing in lift. The glider behind was too busy looking at the instruments as he pulled and turned into the rising wing. Unfortunately, there already was an LS8 occupying that exact space in the air. The winglet of the lower glider contacted the bottom of the wing of the second glider. Solely relying on your audio, looking outside, and clearing all of your turns would have prevented this.

FLARM would have helped in this case also. The glider that took the impact would have had a warning but unsure if it would have helped. The most significant advantage would have been for the second glider, as he would have gotten a lot of alarms when they were on a collision course.

The second mid-air was someone who tried to enter a gaggle and managed not to see a 29meter glider. That happened right about the time Mike and I decided that the gaggle was enough, and we were leaving. Which paid off, and we were able to find a stronger climb and make it to the top of the gaggle. We did manage to lose that advantage before the finish line, though.

Entering a thermal with other gliders

It is too easy to get target fixation on one glider when entering the thermal, there might be more than you counted. You still have to scan around for other gliders. There might be two of you, both looking at the one glider thermalling, both headed to the same point in the sky on a collision course. I always make sure to look around in all directions when entering a thermal with another glider. Scan to see the established glider, but keep in mind there might be someone else joining.

Entering a thermal alone

Always assume there is another glider out there. When you start to pull back on the stick as you encounter the good air, make sure you are looking up to make sure no one is there. Then start clearing your turns, so you are ready to turn in either direction. As you start your turn, look again to make sure nobody is there. Glancing at your 1 O'clock does not count as clearing your turn to the right. I want you to look behind your wingtip somewhere back by your tail.

Established in the thermal

Continue to look around for traffic while you are thermalling. You want to start looking for your next thermal, so you are looking for flashes of wings farther on course. You could easily become victim to someone entering the thermal with you, but looking at the glider above.

Leaving

I know we have all read that we should accelerate in the lift, by the time we exit the thermal we are at cruise speed. However, you do not want to dive onto the glider below you. You might start your acceleration through the thermal as someone else is entering in. Gently sliding out of the thermal and slowly letting the nose down is the safest. There might also be someone trying to merge into the thermal, and they are just on the outside of you as you roll out. I have gone around another circle because I couldn't safely roll out.

Look outside

Nobody sees the person they hit. Always assume there is another glider out there. FLARM, it's another set of eyes.

Forthcoming events

26th to 30th Oct MSC Cross Country Course at Matamata

3rd to 10th Nov Central Plateau Comp at Taupo

9th to 16th Nov SI Regionals & Club Class Champs at Omarama

24th to 30th Nov Northern Regionals at Matamata

5th to 14th Dec YouthGlide Development Camp at Omarama

9th to 13th Dec Air Cadet Camp at Matamata

26th Dec to 4th Jan Matamata Christmas Camp

27th to 31st Dec Grand Prix at Matamata

4th to 11th Jan Auckland Soaring Champs at Drury

15th Jan to 15th Feb 2020 Fly with Peter Hartmann (International Coach)

2nd to 15th Feb National Champs at Taupo

22nd to 29th Feb Central Districts Comp at ???



Matamata Airfield

December 27th - 30th (or 31st if required)

The first Grand Prix held in the North Island !

Planned to be fast and exciting racing !

Better visibility for supporters !

2 classes (to be confirmed on Day !)

- **18 meters** (with Duo's/Arcus's allowed)
- **15-ish meters**—handicapped— i.e. tasks will be slightly longer for high handicaps.
- **Limited to 12 gliders per class** - first in etc.

The event will be during the traditional Xmas camp held on the airfield which provides some synergies and collegiality.

Questions to: **David Jensen (0274 517757)** or **Rob Lyon (021 324232)**

Try out this contest format in a shortened
and relaxed setting - no pressure (well not much).

Enter at the new GNZ Contest Site - <http://gliding.net.nz/contests>

More info to follow . . .

Duty Roster For Nov, Dec 2019

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
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	G LAKE	40 SQN ATC
Dec	1	S HAY	P THORPE	R HEYNIKE	
	7	K BHASHYAM	R CARSWELL	F MCKENZIE	
	8	G LEYLAND	S WALLACE	D BELCHER	
	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	