

WARM AIR 16 Nov 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing:	Bank Acct 38-9014-0625483-000
	Towing: No Flying	
	Duty Pilot:	
Sunday	Instructing:	
	Towing: No Flying	
	Duty Pilot:	

MEMBERS NEWS

NO FLYING THIS WEEKEND...

Unfortunately our hosts have activities going on this weekend, next week and half of next weekend that preclude us flying. Our next flying day will be 24 November. Sorry guys but that's the way it is.

SATURDAY *Instructor Steve Wallace starts*

Saturday was actually finer than forecast earlier in the week but still pretty crappy as far as useful gliding weather is concerned. Cloud base was probably 1,000' and the wind was NorthWest about 25Kts. Despite this we still had a good turn out of folk needing to get some useful things done. Ian O'Keefe and Derry Belcher did some maintenance type stuff on Ian's glider, Jonathan Pote faithfully manned the gate to record the initial influx, found his chair but not his glasses, Brendan Moore got a good chunk of his QGP signed off, the tractor was manually rolled around a bit and some grass that was a safe distance away from the gliders being tended to was mowed. The weather then got a bit worse so everybody went home.

Stand in Towie, Graham Lake adds.....Real towie, Peter Thorpe sent out a plaintiff email claiming he was sick and could someone do his towing day. That will be me, pretty much the only game in town. I did not expect to be overtaxed as the forecast promised NW winds. And that's pretty much what we got garnished with a low cloud base and spots of rain. we pushed the towplane outside to Ian O'Keefe could keep himself and Derry dry in the hangar while they changed the brake fluid in the '28. Steve Wallace gave grass in front of the hangar a haircut being careful not to get too close and fill the 28 with grass.

With that done Steve settled down with Brendan to knock off a fair chunk of QGP with some ground lectures/discussion. As always with Steve's talks, there was much for the rest of us as well as he covered a wide range of topics. All to soon the work at the other end of the hangar was done, everything was back inside, the ether had gotten worse and we went home to collect brownie points. Tomorrow promised more of the sameand some.

SUNDAY *Instructor Lionel Page really goes to town.....*

Wet, wet and more wet. No flying on the Sunday although the start of the day looked sort of flyable with lots of low clouds in the vicinity.

I was out nice and early - and managed a few clean up jobs (gutters and bins) before getting lonely and calling it quits at about 10am. Derry and Roy did call to check if it was worth coming out. Definitely not - given the forecast and 20kt (gusting 25kt) North Easterly. It would have made for some interesting cross wind take offs.

NEW CHARTS

Members should note new charts come into force 7 Nov 2019. There have been some changes to the WP control zone with subsequent renumbering of one of our GAAs. G154 Whenuapai has become G158 Whenuapai. There has also been some height changes, resizing and reshaping the two transit zones on both coastal ends of the Whenuapai MBZ.

TOILETS *Jonathan Pote reports....*

Human Factors Update Members may not be aware (I was not) of a very convenient public toilet about 300m from our usual entrance. Head down Waimarie Road, and a short distance past the Puriri Road turning on the right is a well concealed metal track to 'Bill Moir Reserve'. Facilities are maintained and very satisfactory. As we apparently cannot now use the toilets at the western end, this is very useful to know.



GOING CROSS COUNTRY *Garret Willat*



WHAT'S THE WORSE THAT WILL HAPPEN?

Answer: We safely land out.

Going cross country can be intimidating and scary and intense. But really it should be safe; if it is not, you are doing it wrong. Of course, you have to have enough experience before attempting; I am not talking to my newly soloed students here. But ones that are competent at thermalling, finding lift, and good at spot landing.

Being comfortable not returning

If you are not willing to land out then you are not ready, I should phrase this as 'you need be willing to land at someplace other than home.' For us here when we go south, we only go from airport to airport. When we go north, there are a few fields but typically just go to another airport.

If I am willing to land at another airport, then I will take a student cross country. If the schedule does not allow that type of adventure, then I don't go. I want the flight to be low stress. I admire those people that will have a cross country flight while they have a date scheduled that evening.

When I was doing night classes in college, I used to try and practice and fly cross country during the day in my Discus 2ax. But I found it very difficult I knew if I landed out, I would be late for class. I would take unnecessary risks trying to make it back home. Many of the times it would just be an easy glide out towards the other airport because the sky looked better but risking it not being better and getting stuck. I would start to second guess myself and had a difficult time making decisions.

If you are correctly planning the odds are good, you will make it back.

I flew the 18meter nationals one year without a trailer. Not by choice, but because the trailer had a slow process of self-destruction on the drive across the country. You can read the old newsletter here: <https://us12.campaign-archive.com/?u=8f733e6a3692fbae6d101fdc8&id=37663c2238>

I flew the contest going from airport to airport for the most part. On the last day, I landed out, just as my crew was retrieving the trailer from the auto repair station.

Planning ahead

Does flying cross country potentially lead to risks? Yes. Should it? No. Many pilots take unnecessary risks while flying cross country, either knowingly or unknowingly. We had a private owner out here who unknowingly was taking too much risk, which resulted in a successful landout in an unfriendly area. Meanwhile, there was a good airport available a few minutes earlier.

The article on go no go decisions just posted to Facebook, and my favorite comment is from Gary Boggs "It's better to be on the ground, wishing you were in the air than it is to be in the air, wishing you were on the ground."

Forthcoming events

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	9	T PRENTICE	S WALLACE	P THORPE	-
	10	R WHITBY	L PAGE	D BELCHER	30 Sqn ATC
	16	I BURR	R BURNS	F MCKENZIE	No Flying
	17	C DICKSON	I WOODFIELD	R HEYNIKE	No Flying
	23	K JASICA	R BURNS	G LAKE	No Flying
	24	J DICKSON	L PAGE	P THORPE	
	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	5 SQN ATC
	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	