

WARM AIR 4 Apr 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing:

Bank Acct 38-9014-0625483-000

Towing:

Duty Pilot

Sunday

Instructing:

Towing:

Duty Pilot

MEMBERS NEWS

CF1 CORNER

That's week one of the (initial??) four weeks of level 4 lock down. We hope everyone is OK and keeping to the rules.

It will come as no surprise to you all that we will have to suspend operations until we return to Level 2, the Prime Minister says expect at least four weeks.

Stay safe. Don't panic, we will get through this as a club, a community, a country.

Of course, we all feel much better when Trevor Terry posts video of great cloud formations all over Lake Taupo and beyond with an inquiry if anyone feels like a 300km. Warm Air does not know if to be envious, have deep feelings of want or think he is a cruel wee chap.

RAEWYN CARSWELL - UPDATE

You will all be aware that Rex's wife, Raewyn, suffered a heart attack last week. Raewyn reports an ambulance ride, with sirens, and a few stents later she is back home feeling pretty good, recovering well and into her exercises. Rex, apparently, is making a good fist of chief cook and bottle washer.

COVID 19 BOREDOM

A friend sent me this little gem, you gotta admire the ingenuity.

<https://bayourenaissanceman.blogspot.com/2020/03/dave-barry-was-right-again.html>

RACE INTO FINAL GLIDE LIKE YOU'VE BEEN RACING ALL DAY

Those crucial last 45 mins..

So you've had a good day out racing, or perhaps you haven't for whatever reason, there's ways to extend your days lead, or recover it with a strong transition to the final glide!

Matthew Scutter is always hard to catch, but this one particular year, he was gaining often 5 minutes on me just by nailing his final glides



into my hometown airport, Kingaroy. I knew my final glides were average in general, but they were safe & not so risky - but from this competition on, I knew I had work to do!

Race onto final glide

The long & the short of it is, race onto final glide like you've been racing all day. Same cruise speed, same working band, same climb strength selection & rejection. Without even noticing you'll end up on the numbers & home you'll sail - well that's the plan anyway!

Methods of flying the final glide vary, it is up to you which one works best for you. Regardless, practice makes perfect 😊

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Cross-checking L/D

The method that brings the most calm in my cockpit to me is cross-checking my current L/D (over the past 2 minutes) against the required L/D to finish. If it says 30:1 required & you're doing 40:1, you're clearly going to make it; if you're doing 20:1, clearly you need to do something about it! These are navboxes that you can set up in just about any nav device these days 😊

The trick with this concept is to learn the real-world speed at which your glider does say 30:1. For example, an 18m ballasted glider, you can safely cruise home at 100kts any day of the week. If you're flying a standard or club class glider, 100kts is probably 25:1 home - regardless, find your numbers for 20, 25, 30 & 35:1 to give you a target speed, to begin with, then adjust & trust the numbers...

Practice

While practicing, set yourself safety height of say 750' - low enough that there's very little risk of a land out & one that it gives you some nerves, with enough reserve to climb away & try it again. Try to start at least 30km out if you can, experiment with your techniques - running onto glide, trying a speed that is both too fast, what you think is optimum & one that is too slow, try pure McCready flying - try to find out what your 'real world' polar is & how you feel about it.

Better yet, get a friend in a similar glider to practice with you using a different speed or method - this way you can see a real effect of a good or poor decision.

The other option to you, of course, is setting your McCready to at least 3 kts, even if your last climb was 2kts. I find anything less than a 3kt MC, it just feels too 'squeaky'. Once you've climbed to your personal safety height requirement, simply start for home, monitoring the sky ahead, how are the numbers changing, can I go faster, or should I slow down? I'd suggest cross-checking with the above LD technique to help.

As the practice goes on, start lowering the finish height to that at a competition, your nerves should be lower, your speeds higher - happy practicing!!

Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.

The Rules

I noticed over the past week a lot of comment that seemed to me to be, at best, ill-informed so I thought it might be a good opportunity to remind everyone about how aviation law works as it pertains to gliding. This is by no means a legal viewpoint, just a layman's description.

The Civil Aviation Authority is the government body charged with managing the rules under which we fly for the Minister. The ability to set the rules and change the rules is laid out in the Civil Aviation Act 1990 (mostly in Part 3 of the Act). In turn the Minister of Transport, who "owns" the rules has powers to make rules as they see fit.

The "Rules" are subdivided into a set of "Parts" covering everything from Air New Zealand all the way down to the average glider pilot. Pilot licencing is found in Part 61, general operating rules are found in Part 91, glider operating rules are Part 104 to mention just three.

Part 149 has the rules under which a Recreational Aviation Organisation is certified. Gliding NZ is one such organisation. GNZ establishes its operational rules via the Manual of Approved Procedures (the "MOAP"). In the same way that our club can create rules which are more restrictive than the MOAP but not less restrictive, so can GNZ restrict the rules in various CAA Parts but it cannot make them less restrictive.

A basic and long-standing concept in Civil Aviation (in both the Rules and the Act, and the Act that preceded the 1990 Act) is that of "Hire or Reward". This phrase has been in the rules since their inception and is well understood to mean any kind of payment (either of money or "in-kind") and is generally related to the payment of a pilot in command or the organisation for which the pilot works. Essentially you (or your organisation) cannot be paid for kind of air transport unless you have a commercial pilot's licence and/or your organisation is suitably certified. (part 61.155 is a good example).

Part 115 contains the Civil Aviation Rules related to Adventure Aviation. The development of Part 115 goes back quite a long way to the early 1990s. Events such as the Fox Glacier parachute accident in 2010 gave it further impetus and Part 115 was initially introduced in October 2011. It has been in force for 9 years.

The purpose of the rule was (among other things) to ensure that members of the public could have confidence when participating in these kinds of activities that they were properly controlled and regulated. Much the same way that every time we get on a bus, we like to think the bus company is well organised, the driver appropriately qualified and the bus well maintained.

Like it or not, gliding is considered an adventure aviation activity. The essential thrust is that if you want to take other people sightseeing in a glider for hire or reward, you need to conform to the Part 115 rules.

While Gliding New Zealand is a Part 149 organisation it is not a Part 115 organisation.

Thankfully, CAA recognise that sports such as gliding require new members and allow us to undertake bona fide (literal translation: "in good faith") trial flights to introduce potential members to our sport. GNZ provide excellent guidance on how and under what circumstances we can do this and this can be found on the GNZ website under Advisory Circulars (AC 1-04).

It is important that everyone in the club understands that you cannot take any other person flying and have that person pay for the flight unless a) is a bona fide trial flight or b) you use a shared cost model (for us that means your passenger must pay no more than 50% of the cost).

CARE IN THE PARKING AREA.

Please enter and exit the car park at a walking speed. The neighbour has a young child who plays in the adjacent yard and they were concerned with the speed of some over keen members scrambling into the car park. Slow Down, the thermal will be still there!

ROSTER APRIL, MAY, JUNE 2020

Month	Date	Duty Pilot	Instructor	Towpilot	Notes
APR	4	G LEYLAND	L PAGE	P THORPE	
	5	I O'KEEFE	R BURNS	D BELCHER	
Easter Weekend	10	M MORAN	R CARSWELL	F MCKENZIE	
	11	T O'ROURKE	I WOODFIELD	P THORPE	
	12	R BAGCHI	S WALLACE	D BELCHER	
	13	T PRENTICE	A FLETCHER	R CARSWELL	
ANZAC Weekend	18	R WHITBY	L PAGE	A WILLIAMS	
	19	I BURR	R BURNS	R HEYNIKE	
	25	C DICKSON	R CARSWELL	F MCKENZIE	
	26	K JASICA	P THORPE	D BELCHER	
	27	J DICKSON	I WOODFIELD	A WILLIAMS	
May	2	B MOORE	S WALLACE	R CARSWELL	
	3	S HAY	A FLETCHER	R HEYNIKE	
	9	K BHASHYAM	L PAGE	P THORPE	
	10	G LEYLAND	R BURNS	F MCKENZIE	
	16	I O'KEEFE	R CARSWELL	D BELCHER	
	17	M MORAN	I WOODFIELD	F MCKENZIE	
	23	T O'ROURKE	A FLETCHER	A WILLIAMS	
	24	R BAGCHI	L PAGE	R CARSWELL	
Queens Birthday Weekend	30	T PRENTICE	P THORPE	R HEYNIKE	
	31	R WHITBY	S WALLACE	D BELCHER	
	1	I BURR	R BURNS	F MCKENZIE	
Jun	6	C DICKSON	I WOODFIELD	P THORPE	
	7	K JASICA	A FLETCHER	D BELCHER	
	13	J DICKSON	R CARSWELL	A WILLIAMS	
	14	B MOORE	L PAGE	R HEYNIKE	
	20	S HAY	P THORPE	R CARSWELL	
	21	K BHASHYAM	S WALLACE	F MCKENZIE	
	27	G LEYLAND	R BURNS	P THORPE	
	28	I O'KEEFE	I WOODFIELD	R HEYNIKE	