

# WARM AIR 27 Jun 20

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday	Instructing: Ray Burns Towing: Fletcher McKenzie Duty Pilot Geoff Leyland	Bank Acct 38-9014-0625483-000
Sunday	Instructing: Ivor Woodfield Towing: Ruan Heynike Duty Pilot Ian O'Keefe	

### MEMBERS NEWS

#### **SATURDAY** *Instructor Peter Thorpe tells the story*

On Friday I spent the day in the hangar checking the tyre pressures on DSM and also refitting the EGT probe. Took me most of the day because I had to remove the wheel spats to get good access to the valves as we thought one wheel may have a slow leak. No leak, thank goodness and all tyres correctly inflated.



Lake Whenuapai (20-6-20)

My turn as duty instructor on Saturday. First time for ages so there was a bit of bumbling while I recalled what I was required to do on the ground. The AK ATIS showed surface wind at 110/6 and at 2000ft 350/13 and QNH 1016 so off to the 08 end we went. The most important first thing to do was get Kazik Jasica set up for his first flight in MP. He was a little bit nervous, especially after all the well meaning and probably conflicting advice he received from all the Astir pundits. We had a bit of trouble getting the canopy closed over his very handsome head but eventually all was set and off he went. Then about 200m down the strip he released and let Rex have a solo trip around the field in DSM. The problem was the previously mentioned handsome head which was rattling against the canopy causing him to fear damage to either himself or the canopy so it was a good call to abort the take off. More adjustment to the seating and with a good clearance between the top of his head and the canopy off he went again. This time safely airborne with a few little

jiggles while he figured the control response and then a smooth ride to 2000ft. A short 13 minute flight but he was safely back on the ground with the glider still in pristine condition (apart from some grass stains on the nose 😊) and Kazik joins the Astir squadron.

Next up was Steve Wallace needing a BFR so that he could do his duty on Sunday. After a briefing we had a smooth ride to 2500ft for some spinning. It didn't want to spin to the right but was OK to the left and as it was the first time spinning this glider for both of us we experimented a little and soon burnt off all our height. Back on the ground we waiting for Tony Prentice to launch in his PW5 and then we did the obligatory launch failure at 300ft and landed downwind to finish back at the caravan. Completed the paper work to make Steve legal for another two years while Lionel Page took a flight in MP. The longest flight of the day was 16 mins so we decided to pack up early and everything was back in the shed by 1430 after just six flights. Rex and I thought it would be good to refuel the tow plane ready for Sunday so taxied to the Power Section and then found the fuel container keys were all locked away so we had to return unrefuelled.

## SUNDAY

My turn for tow pilot. Not very nice conditions for flying but there was life at the Power Section so I took DSM over and this time filled up to the brim. Derry was present to supervise derigging the singles for their annuals and when I told him the LH fuel drain valve was seized solid and I was chicken to force it in case it started flowing and then jammed open he produced some CRC and mole grips and proceeded to "persuade" the valve to work again. It is all about knowing just how much force to use and where to apply it. Just when I thought my flying for the day was not going to happen young Izzy Burr appeared wanting to do a back seat flight in NF so off down to 08 we went to oblige. My take off run was made interesting when the passenger door window flew open at about 30kts but I managed to secure it again and then up to 2000ft where it was decidedly murky in misty rain. Back on the ground to put the aircraft away and socialise for a wee while before heading for home.



## Air Force Families Facebook Page

This was posted on Sunday by Matt Hamilton on WP Air Force Families Facebook Page.

*"I don't know if you're on here but if you were towing the gliders yesterday at around lunchtime and some dude on the ground waved at you, and you blinked your light at them, it made that person's day.*

*That person was me. "*

Well done Rex



### NOT CLIMBING WELL?

The sailplane generally climbs better at a slightly slower speed and shallower bank angle than it does at high speed and steep bank angle.

Unless you are Ron Tabery you cannot float around at a shallow bank angle with one wingtip in the thermal and climb. I have tried repeatedly to follow and just watched him climb away. So it is going to require a good bank angle, let's say between 30-45 degrees.

What I see a lot of is 60 degree and 70knts...That is not going to climb well at all. When I was flying with George Lee, if we noticed we were flying a little faster than normal we would shallow the bank angle vs flying that extra 5knts.

Another issue I see with students when thermalling they stop looking ahead over the instrument panel and generally start looking down towards the wingtip. Then the airspeed starts to fluctuate (generally increase) as the nose bobs along. The changing airspeed results in a changing turn radius and quickly un-centers us.

There was an article in Soaring Magazine (Oct 2004), which can be found in the archives under Dick Johnson "Holighaus way". He talks about thermalling in a gentle slip. For my purposes with students, thermalling in a skid is bad. Therefore I have them lean towards a slipping turn.

My favorite is when we get other gliders in our thermal and the student forgets about flying their own glider. My favorite example of this was a pre-solo student the lesson after our spin training (done in a 2-32). We

were joined by a 1-26 about 500ft above us and slightly ahead. The 1-26 was flying a little slower and a little tighter so as we turned the 1-26 slowly gained ahead and eventually was catching us from behind. The student was looking over his shoulder (up and back) he was unconsciously pulling back on the stick and pushing with his inside foot. The 2-33 got about half way through one rotation before he looked forward again, by the time we completed 1 rotation he had realized what was happening and quickly recovered.

Work on a good scan. Looking outside at the horizon, bank angle, traffic, ASI, Vario, centering, drift, wisps, hydration, determine the trigger of this thermal, and of course looking for your next climb.

I set up a scan similar to instrument flying where the looking outside at the horizon is my primary instrument.



Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.

One big difference  
between men and women  
is that if a woman  
says "Smell this",  
it usually smells nice.

## Duty Roster For Jun, Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	27	G LEYLAND	R BURNS	F MCKENZIE	
	28	I O'KEEFE	I WOODFIELD	R HEYNIKE	
Jul	4	M MORAN	A FLETCHER	D BELCHER	
	5	T O'ROURKE	R CARSWELL	F MCKENZIE	
	11	R BAGCHI	L PAGE	A WILLIAMS	
	12	T PRENTICE	S WALLACE	R CARSWELL	
	18	R WHITBY	P THORPE	R HEYNIKE	
	19	I BURR	R BURNS	D BELCHER	
	25	C DICKSON	I WOODFIELD	P THORPE	
	26	K JASICA	A FLETCHER	F MCKENZIE	
Aug	1	J DICKSON	R CARSWELL	A WILLIAMS	
	2	B MOORE	L PAGE	R HEYNIKE	
	8	S HAY	S WALLACE	R CARSWELL	
	9	K BHASHYAM	P THORPE	D BELCHER	
	15	G LEYLAND	R BURNS	P THORPE	
	16	I O'KEEFE	I WOODFIELD	F MCKENZIE	
	22	M MORAN	A FLETCHER	A WILLIAMS	
	23	T O'ROURKE	R CARSWELL	R HEYNIKE	
	29	R BAGCHI	L PAGE	R CARSWELL	
	30	T PRENTICE	S WALLACE	P THORPE	
Sep	5	R WHITBY	P THORPE	D BELCHER	
	6	I BURR	R BURNS	F MCKENZIE	
	12	C DICKSON	I WOODFIELD	A WILLIAMS	
	13	K JASICA	A FLETCHER	R HEYNIKE	
	19	J DICKSON	R CARSWELL	P THORPE	
	20	B MOORE	L PAGE	D BELCHER	
	26	S HAY	S WALLACE	R CARSWELL	
	27	K BHASHYAM	R BURNS	F MCKENZIE	