

WARM AIR 4 Jul 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Andrew Fletcher	Bank Acct 38-9014-0625483-000
	Towing: Derry Belcher	
	Duty Pilot Matt Moran	
Sunday	Instructing: Rex Carswell	
	Towing: Fletcher McKenzie	
	Duty Pilot Thomas O'Rourke	

MEMBERS NEWS

SATURDAY *Towie Fletcher McKenzie reports*

It rained, here is when it didn't - after I got soaked. Luckily I am not made of cardboard.



SUNDAY Instructor Ivor Woodfield got to do some work...not a lot but some

Sunday started with blue skies and fairly light winds although there was the promise of "some showers". I arrived at the field just as the first of these arrived .. more of a downpour than a shower. However, it passed, and before too long we had a few arrivals, towie Ruan Heynike and duty pilot Ian O'Keefe, together with Tony Prentice, Ray Burns and Kazic Jasica were soon busy around the hangar. In between the showers Ian O'Keefe bravely got out our trusty mower and was soon hard at work on the grass all around the hangar. The two club singles were still derigged in the hangar following their annual inspections, and we decided to leave them that way, at least until the rain went away, rather than risk getting them wet during any rigging activity.



A look at the weather and a chat to the tow pilot, and I decided that while the twin was out I would take it for a flight .. check out the conditions from the air. Daisy Hogan had now arrived and was keen to do a circuit or two as well. We took the twin out to the 26 threshold, noting the extremely wet surface conditions all around. Fortunately, the strip itself is very well drained, and looked OK. We waited for a gap between the showers, and I launched around midday. The air was fairly bumpy for the first half of the tow, although with little or no evidence of lift. Looking around after release, it was clear that there were showers everywhere, coming in from the west, and the wind strength increased noticeably with height. Not great weather for any trial flight activity but OK for some basic training flights. With little lift in evidence I was soon back on the ground, noting the shear on finals with interest.

Daisy was ready to go for a circuit, so I climbed into the back seat and off we went. She handled the tow well in the bumpy conditions, and the rain we passed through before releasing. She had not flown a circuit herself for quite a while, and did well, especially in the conditions. The landing was particularly tricky. However, following a debrief, and some further discussion about handling the conditions, she was keen to go up for another go. This time we launched into a clear gap between the showers and missed most of the rain. Again, Daisy coped with the launch and circuit well. Once on finals I took over to demonstrate the effectiveness of brake use, giving us a good opportunity for further discussion once we were on the ground.

Despite the weather, Kazic was interested in going flying, so we took a tow to 2000', and he set about hunting for

lift. Making good use of the little bits he found, he successfully managed to keep us in the air for quite a while, before touching down for a great landing just ahead of the next incoming shower. Ian was now wanting a flight from the back seat, so a quick swap around and we were airborne just as the showers seemed to close in around us. We managed to find a rain free route up to our release at 1500', although it was clear that there was no lift available and Ian did a good job avoiding the rain and getting us back for a great landing not long behind the tow plane.

With no more enthusiasm to get into the air, we took the glider back to the hangar and everything was packed away. There had been a few interesting flights with a total of an hours gliding, and a good time had by all. We were soon locking up in bright sunny conditions, as is often the case, although the rain was returning by the time I had returned the keys.

STEFAN LANGER ~~Stefan~~ Borrowed from the AGC newsletter.

Stefan Langer is enjoying the German summer and has managed a 1,000 km flight - well done Stefan! You can see it at

<https://www.youtube.com/watch?v=C-u7RdeyvY4&t=917s>

Auckland Gliding Club QGP lecture schedule

The 2020 QGP Programme is as follows commencing at **9am sharp** at the Club rooms on the following Saturday Mornings:

- 27 June Air Law-Gerard Robertson
- 4 July **Exams** Navigation and Airmanship, Air Law- Russell Thorne
- 11 July Meteorology-Anton Lawrence
- 18 July Glider Tech- Gerard Robertson
- 25 July Human Factors- Jonathan Cross
- 1 August **Exams** Met and Glider Tech- Russell Thorne
- 8 August Radio Procedures- Russell Thorne
- 15 August **Exams** Human Factors and Radio Procedures -Russell Thorne

Those that need to do these exams are welcome to attend. Rock up, introduce yourself to the instructor, and soak up the learning.

MANUAL OF APPROVED PROCEDURES:

There has been a significant amendment to the MOAP. Time to go to the GNZ website and have a read.

GNZ NEWSLETTER

The latest GNZ newsletter is available here

<https://kor.qwilr.com/GNZ-July-2020-X96Shl0dTqyV>



FIRST CONTEST TOWS *Jacob Fairbairn*

The year is 2012 and I am flying my very first contest in the mighty Schweizer 1-26. Various club members have brought me along on cross country flights and given me hours of briefing on contest operations. Finally, it's time to compete! I've settled into the cockpit, belts are on, the checklist is complete. I watch my towplane pull-up and someone quickly connects the rope. As the wing runner disappears from in front of my airplane, I give one last look down in my cockpit to make sure everything is in place and WHOA, I am moving! The tow was initiated, I grasp with my hand and quickly find the control stick, shoving it forward to lift the pinned tail off the ground. While startled, I continued a normal and uneventful tow and flight.

Learning to Fix Mistakes

What I accidentally did was remained a creature of habit, and contest operations can be significantly different than normal operations. Normally, strictly adhering to a habit or flow is a good and methodical way to assure no tasks are missed in an airplane. But in this case, I needed to adapt to a new set of operating procedures. I received the full briefing and I was told how launch operations would be conducted. But when I got in my same airplane and lined up behind the same towplane I always line up behind, I fell into my comfortable routine of taking a breath and one last look around before I wag the rudder and initiate the takeoff. However, in most contest tows, your participation in opening and closing the tow hook is your communication that you are ready to fly. IMMEDIATELY.

A Few More Pointers on Contest tows

I learned throughout my first contest was that it takes a lot more work than a normal day to be prepared and ready to fly in a contest. You need to be in the cockpit and fully prepared to fly much earlier than you might normally get ready if you normally only use one towplane. With a grid and multiple towplanes, you may need to start getting belted in with 4 gliders in front of you instead of just 1 or 2. You should probably get all the electronics powered up early in case that task didn't save correctly or your GPS takes forever to acquire a lock. Once the towplane is in view you should be 100% ready to fly, and happily waiting for that slack to come out and the towplane to snatch you away into that cumulus filled sky. The canopy should definitely be closed and locked before the rope is hooked up because, if done correctly, the towplane might not even stop rolling before initiating the takeoff roll. Once airborne, that tow is only going to 2,000 feet and in US contests we generally set a rule for left-hand turns while thermalling in the start cylinder or within 5 miles of the airport.

Final Thoughts of First Minutes of Contest Flight

Here are some things I've changed to allow smoother transitions to contest flying. Firstly, being 100% ready for flight before the towplane pulls in front of me, so my eyes never have to go back heads down in the cockpit. Then, I make it a point to try and make my first thermal a left hand turn off tow after the standard right bank for separation. I used to enjoy pulling the release right into a nice right bank to climb up and away, but with a right bank for tow release and then a left turn for the thermal, it allows me to keep the towplane in sight much longer after tow release to make sure we won't meet each other again after our respective turns; it also keeps me primed for doing it correctly when contest season comes around. I also never shout on the radio "glider off tow, thank you towplane!" for fear of all 5 towplanes in the air thinking their glider got off! If I communicate, I make sure to use whatever means of identification for the specific towplane I am talking to. These are pretty simple operational procedures, and most aren't necessary in a single towplane operation. (Especially one where you have to hook up your own tow rope!) But my point is simply to practice correctly so that when the day comes that I get to fly a large contest with fast operations, I won't get caught with my hand off the stick and my head down in the cockpit when my takeoff starts!

Jacob Fairbairn got started in soaring at 13 as his father devoted countless weekends transporting him to the airport to run wings, tangle up ropes, and have a little too much fun on the golf carts. He spends most summers racing or snatching a towplane to tow for the nearest contest. Jacob has one day win at a national contest and flies a Discus a. He is a First Officer for Skywest Airlines and an A&P Mechanic as well as an avionics technician. Outside of the soaring season, he can normally be found flying a jet into Aspen, dumping some skydivers out of a Skyvan, or eating his bodyweight at Whataburger.



Wonder how many of us have been there, done that?



"As a young child, I discovered that I was able to sense energies"

Duty Roster Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
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	