

WARM AIR 8 Aug 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday

Instructing: Steve Wallace

Towing: Rex Carswell

Duty Pilot Simon Hay

Sunday

Instructing: Ivor Woodfield

Towing: Derry Belcher

Duty Pilot Kishan Bhashyam

MEMBERS NEWS

SATURDAY *Jonathan Pote and the clubhouse cleaning*

For a rainy day when the nearest one could hope to get to flying was assembling November Foxtrot (we didn't), there was an extraordinary turnout of sixteen members to tackle the one-time skydiving room.



Some four years since the room was last cleaned (by us for our 50th), the mess and chaos was quite a challenge, but from the ceiling cobwebs to the filthy floor (there was so much grass and earth on it, perhaps a lawn mower might have been better than a vacuum cleaner), everyone got stuck in. A bit chaotic, and perhaps the windows did not need to be washed inside and out three times, but, hey, you can now see through them.

We now have a nice room for meetings and pre-season briefs etc, whilst the fridges and Mike Whisky's mortal remains (Installing 'Condor' is a medium term aim) point to future social use.



So thank you Rahul Bagchi, Derry Belcher, Ray Burns, Clare and Joseph Dickson, Kazik Jasica, Ian O'Keefe, Tony Prentice, Neville Swan, Peter Thorpe, Andrew Williams, Roy Whitby, Ivor Woodfield and anyone I have forgotten. You proved the Club is alive and well despite the problems of Christchurch and Covid-19, and we have a great summer of gliding ahead of us.



Andrew Williams adds..... No flying on Saturday. The weather made for a great day to have a working bee in the shed, and we all got into scrubbing, washing, sweeping, dusting, vacuuming and rubbish dumping. It looks a sight better than when we arrived, that's for sure and will make a good space for club meetings, etc.



Many thanks to the folks who donated furniture.

Steve Foreman brought in 3 infrared heaters (new), a 2.4m table teak (a second) and a couple of outdoor sets (new)

John Issott donated a nice couch

SUNDAY LP Rained, wind blew - generally unpleasant for flying - so Ruan and I called it quits without even going to the field.

RECRUITING JUNIORS TO SOARING

Hugh wrote an excellent newsletter two weeks about sharing your underused glider. He made some excellent points about how to increase contest participation. If you haven't read it, go back and check it out. I was inspired to write this newsletter by Hugh's submission.

Example; Harris Hill

There are absolutely enough underused gliders to fill up all of the U.S. contests. I flew my first 6 or 7 races using Harris Hill's borrowed Discus CS. I was also fortunate to have been lent a glider on a few occasions too. The bigger miracle, however, is how I got to the point of racing in the first place. As a teenager, I came from a normal lower-middle-class family without endless resources. How then, by 20 years old was I racing a \$45,000 glider? It would not have been

possible without Harris Hill, bottom line. We have an excellent model that focuses on fostering youth aviation.



Imagine the Possibilities

How do we do it? Firstly, we have a strong volunteer supported commercial component. We give rides to the public on weekends for the whole season which are done by club members as mandatory duty assignments. Between senior (adult) member rates being slightly higher, our commercial operation, and just plain taking a hit on every junior member flight, we subsidize their flying. In 2002 when I started, I was paying 3 dollars per pre-solo lesson. That summer my dad had to pay about \$200 all included for me to get past the point of solo. Once I soloed I think it jumped to \$12 dollars per flight, plus there are certain gliders that we don't charge junior members hourly rental for. I could do a five-hour flight as a 16-year-old and have it cost less than a large pizza. Imagine the possibilities.

We also had a very well organized junior program that was expertly run by Janell Sullivan. At the time we had something like 30 junior members, 10-12 of which were extremely active. Once you develop a model for making it affordable for the average kid to fly, you have to find and retain kids who are interested in flying. We are currently working on a program whereby we scout or recruit kids from local schools.

Make it Affordable for Kids

You have to eat an elephant one bite at a time. There are a lot of pieces in place at Harris Hill which doesn't happen overnight. Some of the factors which I believe have allowed us to be successful include a well structured and managed junior program which focuses on making it affordable for kids. We also have a fleet which supports progression into single-seat fiberglass gliders. 2-33 > 1-26 > 1-34 > K-21 > Discus CS. We've also had the good fortune of owning a Duo Discus, which has allowed for some heavy-duty cross country instruction. My first cross country's were with Roy McMaster and Tim Welles. Not hard to imagine how I saw what soaring could be. That's another major element for anyone new to soaring. You have to show them that soaring isn't about doing patterns. You don't need a duo for that though, Hank Nixon's "bus class" in 21's has been a big hit. If you can get people even on a short cross country, the hook is set.

Contests Motivate

Harris Hill also hosts contests. This makes it accessible for club members new to racing. They have the support of local people who they know and trust, and who in turn know them. They have access to a glider they are familiar with, and flying a home-court regional is extremely affordable. (I think the junior rebate offered by the SSA is simply awesome). I flew my first contest in a Harris Hill glider because Heinz Weissenbuehler encouraged me to do it. Prior to that, he had set up summer crewing gigs for me with Roger Buchanan, Brian Milner, and Dick Butler. He also found me a Ventus 2bx to borrow a few years later and was hugely responsible for helping me get my hands on my ASW-20. We need more people like him, who recognize potential, and then bend over backward to make sure that motivated young people are given all the tools for success!

Make it Social

Finally, make it social. I cannot stress this enough. As a kid, Harris Hill became a hugely important part of my social identity. I loved flying so much that I would have gone to the airport anyway, but when you have 10 other like-minded kids there, it's just gasoline on the fire. I couldn't wait to go fly and hang out with my friends every day. Harris Hill regularly hosts club social events as part of its culture. This welcomes the family in and keeps it fun. My partner in my ASW-20 joined the club and learned to fly because his son was learning to fly.

As Hugh said, the gliders are there but you have to make them available. Beyond that, help people find soaring, then make it fun, make it social, and allow it to be accessible. Subsidize junior soaring any way possible, host regional contests, and encourage people to participate. Unlock their potential!



Andy Brayer has been flying gliders for 17 years and is currently establishing a career as a professional pilot. He has worked with M&H Soaring in their shop for more years than he can remember. He flies a beautifully restored ASW-20 from Harris Hill, which he co-owns with Bryan Riegal. In 2017 he was the Sports Class National Champion. He also had the honor of painting Dick Butler's famous Concordia. Andy's future aspirations include flying jets, competing nationally alongside his friends, and representing the U.S. at future world championships.

WHY A NEW TRAINING SYLLABUS - A DIFFERENT PERSPECTIVE *Steve Foreman offers a couple of opinions:*

A letter Dane Dickinson wrote and the EU report below sums it up very well and much better than I could do, It all makes sense to me and thought it was worthwhile sharing.

Dane Dickerson

This is the nexus of our problem: The experiences of the average trainee pilot are entirely disconnected from the essential core of our sport. Some argue that it is unsafe to push people into things; gliding is necessarily a self-driven activity. Maybe so, but how can we ask new solo members to be self-motivated for cross-country flying if they are never properly exposed to it?

Real cross-country only comes late in the piece for trainees (if ever) and the syllabuses are treated as item-by-item checklists instead of a set of incidental skills to be learnt during the course of cross-country development. Members who do struggle through and achieve QGP are by no means proficient to fly cross-country, and many cannot even thermal.

Despite our obvious need to generate more cross-country pilots, altering the syllabus to this effect does not mean excluding non-cross-country pilots from the sport. Not at all. But our principal focus must be on cross-country flying from now on. If it is not, gliding is dead. Or it may as well be.

Adding a 50km to the QGP requirements is not intended as an exclusionary assault on non-cross-country pilots. It is not another arduous hoop for new members to jump through or an elitist barrier to block their progress.

The point of including a 50km in the syllabus is three-fold:

- 1) To give a clear aim for new members - a definite destination for post-solo trainees and much-needed context in which to view their progress.
- 2) To streamline the qualification process. Achieving a 50km Distance demonstrates the skills that should be already learnt in the QGP syllabus and thus replaces the need for much line-by-line box ticking.
- 3) To send a message to all clubs and instructors that their training ought to produce cross-country pilots.

(We might also pause to consider whether it is responsible of GNZ to permit full certification of pilots who are not competent enough to go soaring and who cannot make real off-field landings - surely this is the minimum level that we should aspire to?)

EU report

Is our club doing everything possible to ensure that we successfully transition our pilots to cross-country soaring?

Is our club infrastructure and organization conducive to the pursuit of cross-country flying? While a number of successful clubs have this all figured out, anecdotal evidence does suggest there is often a bias in clubs towards the training of ab initio pilots to certification.

Once you are cleared by the CFI or flight examiner to fly as pilot-in-command, it's commonly the case that you are often left on your own devices. In some clubs there is a healthy community of cross-country practitioners and new pilots will often tag along in the hope of transitioning. But unless there is a rigorous cross-country training program (and by rigorous it is meant not only to Silver level, but to advanced cross-country), the gap is often too large for people to step over. For club development officers, the significance of having a solid plan for transitioning pilots to cross-country is twofold:

By increasing the number of cross-country pilots at your club, you are increasing the percentage of your membership which tends to be the most active and committed to gliding. This core group will probably stick around for more years and contribute back to the club community in a more tangible way.

By creating a tangible path to cross-country you are giving newly-certified pilots an additional option to pursue in their gliding activities, helping avoid a common path out of our sport in which

new pilots will often feel aimless and tire of flying locally, once they have achieved their goal of certification.

The second point above is well worth noting. Having a great number of ab initio students to train is certainly an important financial proposition for clubs. However, from the point of development, it contributes nothing to our numbers when newly trained glider pilots elect to move on to other things.

Presenting these pilots with the right goals and incentives to keep engaged in our sport should be our number one development priority. There are many interesting and challenging activities within the sporting and social environment of a gliding club. Some people will choose the path of instruction, some will become involved in the social element, some will pursue aerobatics. Cross-country soaring is often the most challenging of these activities to start getting involved in, by virtue of the often huge gap that needs to be crossed just to start practicing. It is also one of the most rewarding for those who manage to make it.

One crucial difference in the new syllabus is replacing the Silver C Distance with a simple 50km flight. Gone are the frustrations of dotting every I and crossing every T. This is a worthwhile change that should make things easier to actually achieve. The confidence boost from this is a springboard to real cross country. However, not everyone wants to do this, some are just happy noodling around the local sky week after week. We must not neglect these folks or drive them out of the sport through some evangelical zeal. They are not pariahs.

AUCKLAND GLIDING CLUB QGP LECTURE SCHEDULE

QGP Radio Procedures Lecture

-8th August 2020 @ 9am @ Drury

QGP Exams Human Factors and Radio Procedures Theory

-Sat 15th August 2020 @ 9am @ Drury

GLIDING EVENTS CALENDAR 2020/21

Matamata Cross Country Course

-Sat 24th Oct 2020 - Wed 28th Oct 2020

Taupo Central Plateau (practice 31 Oct + 7 comp days 1 to 7 Nov)

-Sat 31st Oct 2020 - Sat 7th Nov 2020

Omarama South Island Regionals (TBC)

-Sat 14th Nov 2020 - Sat 21st Nov 2020

Matamata Northern Regionals

practice 28 Nov + 7 comp days 29 Nov to 5 Dec)

Springfield Soaring Championships

-Sat 28th Nov 2020 - Sat 5th Dec 2020

For further info see

<https://gliding.net.nz/events/?gnz=true&other=true&type=all&timerange=future&pageView=summary>

Matamata Air Cadet Camp

- 7th - 11th December 2020

Omarama YouthGlideNZ camp

-Thu 10th Dec 2020 - Sat 19th Dec 2020

Matamata Sailplane Grand Prix (4 comp days 27 to 30 Dec)

-Sun 27th Dec 2020 - Wed 30th Dec 2020

Omarama Nationals (practice day 01 Jan + 9 comp days 02 to 10 Jan inclusive)

-Fri 1st Jan 2021 - Sun 10th Jan 2021

Auckland Enterprise (practice day 16 Jan + 7 comp days 17 to 23 Jan inclusive)

-Sat 16th Jan 2021 - Sat 23rd Jan 2021 @ Drury

Matamata Club Class and MSC (practice day Fri 29 Jan + 9 comp days 30 Jan to 7 Feb)

-Fri 29th Jan 2021 - Sun 7th Feb 2021

Printing Conventions: Any contribution will have the author's byline; Anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.

Duty Roster Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Aug	15	G LEYLAND	R BURNS	P THORPE	
	16	I O'KEEFE	I WOODFIELD	F MCKENZIE	
Aug	22	M MORAN	A FLETCHER	A WILLIAMS	
	23	T O'ROURKE	R CARSWELL	R HEYNIKE	
Aug	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	
Sep	12	C DICKSON	I WOODFIELD	A WILLIAMS	
	13	K JASICA	A FLETCHER	R HEYNIKE	
Sep	19	J DICKSON	R CARSWELL	P THORPE	
	20	B MOORE	L PAGE	D BELCHER	
Sep	26	S HAY	S WALLACE	R CARSWELL	
	27	K BHASHYAM	R BURNS	F MCKENZIE	