

WARM AIR 3 Oct 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Steve Wallace

Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot Kris Pillai

Sunday

Instructing: Ivor Woodfield

Towing: Peter Thorpe

Duty Pilot Geoff Leyland

WE ARE AT COVID LEVEL 2 - WE ARE ALLOWED TO FLY

MEMBERS NEWS

SATURDAY AND SUNDAY

Our Power section friends held their club competitions on Saturday and invited another club to join them. Just the Power Section, and we could have shared, but, both clubs meant they required all of the airfield and we could not fly. Sunday, we got a weather bomb and lost that day too.

IVOR AND VANESSA GOT MARRIED

Congratulations on the marriage of Vanessa Felix to Ivor Woodfield. Well done you two.





HOPE IS NOT A GLIDING STRATEGY

I was blown away the first time I saw the Concordia. Who wouldn't be smitten by the lines of a 57:1 aspect ratio, the incredible finish, and unfathomable performance. The second time I saw the Concordia I was even more surprised by what I saw in the cockpit. A placard that reads "Hope is not a Strategy". It gave me great confidence that a pilot with Dick Butler's resume still needed a reminder. Here is a guy who has been National Champion at least 8 times and on the US Team 6. At that time, I was still working on badges and trying to win a regional.

Make a Plan - Execute it well

Since that time I've spent a lot of time instructing in airplanes and gliders, mentoring new cross country and competition pilots, and that placard has come to mind many times. Pilots have successful outcomes because they make a plan, prepare for all alternatives, have a plan for those, train well, and execute the plan. You might be able to snatch a day win with some good luck but hope will not win you a contest.

The [rope](#) is frayed, trailer tires are bald, wiring to your flight recorder is a little flaky, or the tail water dump sticks sometimes. Hoping they all get you through this flight or this season is probably going to end in disappointment sooner or later. Someday the towplane is going to eat a valve or run out of gas, or that (jet, electric, piston) engine is not going to start. Have you spent the last couple years of flying analyzing your options on takeoff and contemplating all possible approaches to them? Now is not the time to make a plan!

Got Away With It? You May Not Again

Setting out across rough terrain because you hope to find a thermal is probably not going to be good for your glider or your life expectancy in the long run. The problem is you might get away with it a few times and start to think you actually know what you're doing. Regular re-calibration of your risk tolerance is necessary. Running and trying to grow a club, commercial operation, or national soaring association is no place for hope either. Plans need to be in place for developing the next generation of pilots, instructors, tow pilots, DPE's, regional directors, etc, etc.

Hope is a Four Letter Word

Hope has become a dirty word in my dictionary. When I hear it around the airport I tend to butt in the conversation and suggest a different approach. Depending on hope is a sign of resignation, one of the five hazardous attitudes that we learn in primary flight training. The

solution is educating yourself on all aspects of any flight you undertake, keeping options open, and taking action when it is needed. May your next flight and all of them after that be safe ones.



Tony Condon learned to soar in central Iowa while attending Iowa State University. He is the President of the Kansas Soaring Association and lives in Wichita, KS with his wife Leah. He works as a charter pilot and is a Designated Pilot Examiner. In 2015 and 2017 he represented the USA in the 13.5 Meter World Championships.

NEW GNZ TRAINING PROGRAM PRESENTATION

The presentation of the new training programme will now be done electronically.

A video of the presentation can be found here:

https://drive.google.com/file/d/1xoy6cR8-wm1Z8_9A_6Zf38Ts3CYwKuNU/view?ts=5f56d2c6

There was be a Zoom meeting on 29 September at 1900. The link for the meeting is here:

<https://us02web.zoom.us/j/87958656170?pwd=Z1RZV3NoYU5CaHYzRTlPb00zQUtBUT09>



SAILPLANE CANOPY SEAL

Editors Note: V-Seal is generally used on the inside of the vertical stabilizer to seal the rudder. This works well and is easy to install on both the right and left inside of the vertical stabilizer once the rudder is removed. With some trimming and great care, you can use V-Seal on the front and aft part of your canopy making your cockpit significantly quieter.

A Noisy Cockpit

A noisy cockpit isn't something to ignore. You may find it hard to concentrate during a flight. How are your fatigue levels? Is your glider just not keeping up with others as it should?

One hint that you're distracted, getting fatigued, or dropping behind when you probably shouldn't be, is that your cockpit isn't sealed & is noisy!

V-SEAL

V-Seal is the cheapest, best, easiest & quickest modification you can make to a glider, to bring even more enjoyment to your day. After you try this handy little trick, you'll wonder how you ever flew without it. Be warned though, once you've flown with a quiet cockpit, you'll forever be agitated by everyone else's noisy gliders - seriously!

What Do You Need?

V-Seal of course! After that just some [TESA PVC Safety](#) tape or similar, scissors & a cleaning agent. So, where do we start? The easiest way is to check out the video I put together for you, otherwise continue reading below for how to get a quieter cockpit in three easy steps.

Three Steps to a Quieter Cockpit

Step One is to prepare for installation. Start by cleaning the canopy frame to allow the double-sided tape to stick properly. Naturally, then you'll need to measure the amount of V-Seal you want to apply, generally, from just above the leading edge line, side to side is about right. You'll then need to cut off the small 2mm 'lip' on the v-seal that's on the non-sticky side, this will ensure you get the most flush & best end result.

Step Two, peel back about an inch of backing tape & stick to the canopy frame. But where? Put the double-sided tape on the canopy frame where you measured from, with the slit or cut within the v-seal that you'll be able to see, right over the canopy frame break that joins the fuselage. This will give a good anchor point to start off with. Typically this part is the easiest, as the canopy line is straight for the time being!

Next, pull back approximately 30cm of backing tape, this time to give you a long working line to help with the dynamic curve to follow. Then with the help of light, pull with plenty of tension on the seal, hold at a low angle to the canopy line, look for the light to help you place the cut line right down the join from the canopy frame that joins to the fuselage. Always pulling tension, this is the trick to ensure there are no ripples in the tape. If you don't get it to seat quite right, it's ok to pull the tape back up a little & re-seat it perfectly.

Continue this around the whole backside of the canopy until it meets the equal point where you started from on the other side. Then 'round' the edges of the ends with scissors to make it look neat & tidy.

Step Three, follow-up by applying some TESA Safety Tape to help improve the airflow & to ensure it stays stuck!

I recommend just doing the rear of the canopy first, test flying to note the difference in cockpit quietness. If it's still a little noisy or breezy, then apply this process to the front of your canopy too!

https://www.youtube.com/watch?v=UNhBbG81Zv8&feature=youtu.be&mc_cid=a939ff64ac&mc_eid=948ea7053e



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.

CFI CORNERHis CFIness Ray Burns writes some more stuff

MBZ

Please do not forget that when the tower is off watch we fly in an MBZ (Mandatory Broadcast Zone). Positions reports should be made as published on the charts.

Standard Operating Procedures

As per our rules, the SOP's have been reviewed and updated and are now published on the website (Members area / SOP). A summary of all changes is on page 2 and each change is marked in the text with a vertical on the left-hand margin. This should make it easy for you to identify each change.

There are a few changes that are related to changes of positions (ROO/NOO/OIC) and a change to the nomenclature related to A Cert / B Cert and QGP.

However, there are a number of other changes that are important that you need to know. There are a number of changes that relate to towing operations. These changes affect ALL Members.

Covid has made it difficult to produce hard copies of both the MOAP and the SOP and the copies in the caravan are now out of date. The latest MOAP can be found on the GNZ web site. I endeavour to make hard copies available in the caravan as soon as I can get into my office (without a four hour transit time!!)

Membership Forms and Subs

Membership forms and subs are due 1 October. It is important that we receive membership forms from EVERY member. There is a PDF "Fillable" form available on the web site (Members/Documents/2020-21 Membership Form.pdf). Please download it, fill it in and email to either Lionel or myself asap. Once again, access to a decent printer has made it difficult for me to produce hard copies.

To avoid frustration, I suggest you open the PDF and complete the first field. Save it and re-open it a second time to ensure it saves correctly. If you insist on printing it and using a pen, please try to avoid the use of Egyptian hieroglyphics that have made it difficult to interpret the contents in previous years.

Note that completion of the form confirms you have read and understood the SOP (see previous paragraph!)

SOSB (Start of season Briefing)

Covid Gathering limits are making this a headache to schedule so we have decided to abandon this for this year. I will let you know if this changes. We will organise the Matamata trip after the AGM.

AGM

The AGM will be held on Saturday the 17th of October in the club rooms at 10:00 am. This is election day so you won't forget. A formal notice will be emailed to everyone by the Secretary

(Ivor Woodfield). Formal remits must be made in writing and received by Ivor Woodfield no later than 26 September. (if its not already in....too late

LABOUR WEEKEND

As usual, we are deploying to Matamata over Labour weekend.

There is a Cross Country course at Matamata over the same weekend so on field accommodation may be somewhat pressed. If you plan to go, and stay in the cabins then you need to book those now <http://msc.gliding.co.nz/accommodation/>

Camping on the airfield is OK.

We will need folks to tow gliders and glider trailers down and back as well as take and bring back to stuff we also need. If you can help let Ray know.

But wait...there is more.....We will aerotow the twin down and back so this is an opportunity to get your cross country tow signed off. Interested.....let Ray Burns know.

CROSS COUNTRY COURSE

This is normally a great course that gets you flying cross country in a controlled and benign environment with plenty of mentors on hand. If you are interested have a chat to Ray Burns as you will need his endorsement.

YOUTH GLIDE NZ AGM AND SOCIAL

Thank you for your continued interest and support of YGNZ and our activities.

Please find attached information about the upcoming Annual General Meeting to be held on **Saturday 3rd of October 2020** at 4pm in Tauranga. These include:

- [A Preliminary Agenda](#)
- [A Nomination for Executive Committee Form](#)
- [A copy of our Constitution](#)
- [A preliminary timetable for the weekend](#)
- [2019 YGNZ AGM Minutes](#)

Further remits and nominations are required by 5pm Sunday 20th September 2020 and proxy votes are required prior to the Annual General Meeting getting underway.

A reminder that the Annual General Meeting is occurring amidst our Annual Social Gathering. The YGNZ AGM & Social Gathering will be held on the 3rd - 4th of October 2020 in Tauranga. Please register your interest as soon as possible if you are keen to join us.

[Register your interest](#)

All the best and I look forward to seeing you there,

Safe and happy soaring.

Tim Austen & Tim Tarbotton **Youth Glide New Zealand**

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

Vintage Kiwi Rally @ Te Kuiti Camp Gliding New Zealand Te Kuiti

Sat 6th Feb 2021 - Sat 13th Feb 2021 Tow plane = Fox Bat LSA

(Waipukurau) Central Districts Regionals Competition Gliding Hawkes Bay & Waipukurau
Inc Waipukurau

Sat 20th Feb 2021 - Sat 27th 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.



The groom and his best man



Duty Roster For Oct, Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Oct	3	K PILLAI	S WALLACE	R HEYNIKE	
	4	G LEYLAND	I WOODFIELD	P THORPE	
	10	I O'KEEFE	L PAGE	D BELCHER	
	11	M MORAN	R BURNS	R CARSWELL / G CABRE	
	17	T O'ROURKE	A FLETCHER	R HEYNIKE	AGM
	18	R WHITBY	R CARSWELL	P THORPE / G CABRE	
Labour Weekend	24	T PRENTICE	I WOODFIELD	D BELCHER	MATAMATA
	25	R BAGCHI	R BURNS	F MCKENZIE	MATAMATA
	26	I BURR	L PAGE	R HEYNIKE	MATAMATA
	31	C DICKSON	P THORPE	R CARSWELL / G CABRE	
Nov	1	K JASICA	S WALLACE	D BELCHER	30 SQN ATC
	7	J DICKSON	A FLETCHER	F MCKENZIE	
	8	S HAY	R CARSWELL	R HEYNIKE	
	14	K BHASHYAM	R BURNS	P THORPE / G CABRE	
	15	K PILLAI	I WOODFIELD	R CARSWELL	30 SQN ATC
	21	G LEYLAND	S WALLACE	D BELCHER	30 SQN ATC
	22	I O'KEEFE	L PAGE	F MCKENZIE	
	28	M MORAN	A FLETCHER	R HEYNIKE	
	29	T O'ROURKE	R CARSWELL	P THORPE / G CABRE	
Dec	5	R BAGCHI	P THORPE	R CARSWELL	
	6	T PRENTICE	R BURNS	D BELCHER	
	12	R WHITBY	L PAGE	F MCKENZIE	
	13	I BURR	S WALLACE	R HEYNIKE	
	19	C DICKSON	R CARSWELL	G CABRE	
	20	K JASICA	I WOODFIELD	P THORPE	