

# WARM AIR 5 Dec 20

Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:**

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Rex Carswell

Duty Pilot Rahul Bagchi

Sunday

Instructing: Ray Burns

Towing: Derry Belcher

Duty Pilot Tony Prentice

**SORRY FOLKS NO GLIDING SATURDAY DUE AIR FORCE PARACHUTE OPS ALL DAY**

## MEMBERS NEWS

**SATURDAY** *Instructor Andrew Fletcher reports*

There was no flying on Saturday due to the cross wind

**SUNDAY** *Instructor Rex Carswell*



We didn't fly due to rain encroaching in the morning.

*Towie Peter Thorpe adds:* The Sunday weather forecast was pretty horrible and the actual weather was low cloud and rain so Rex Carswell and I agreed there would be no flying but I needed to go to the airfield to fit a new CO detector in DSM and Gus Cabre was keen to talk more about towing procedures so we met at the gate at 1000hrs. We spent a pleasant hour working through the syllabus and talking about various options that can occur before heading home to earn a few brownie points on the home front.

## **NO FLYING SATURDAY**

The Air Force have advised they have a day of Parachuting planned for Saturday. Neither we nor the Model folks will be able to fly.

## **CFI CORNER**

### **Recent IMC video.**

By now most of you will have seen the video of a glider going into cloud. This was certainly quite a scary experience for the pilots involved.

I would urge all of you to ignore the large amount of opinion that is currently being expressed in various on-line forums. As is so often the case, only half of the information is available to the commentators. The full picture is held by the GNZ Ops team and CAA. All the correct procedures were followed after the incident. Proper reports were made and the a/c properly inspected. There is no grand conspiracy.

Whilst I know very little more about the incident than yourselves what I can tell you is that GNZ are working hard to produce some robust training materials that are directly as result from the learnings from this incident. While what we do know reinforces our knowledge of the dangers of cloud flying, I would not be surprised if the proper analysis will highlight other factors of which we are currently unaware.

### **Membership Forms.**

There are still a number of membership forms outstanding. If you have not yet done so please get one filled out and sent to either Lionel or me. The name and shame board is currently under construction.....

## **Tower Operations**

Those of you have been on the field recently will be enjoying the new experience of airspace being controlled at all times. We are now limited to flying between 0900 and 1800. The OIC and Mike Turner (SATCO) and I are currently trying to organise a meeting to discuss how we might better work together. Once that has happened, I will report any changes via this forum.



## **TO GAGGLE OR NOT TO GAGGLE**

There are two types of pilots, ones that are attracted to gaggles, they like to fly with others, they are worried about their thermal finding abilities or have no issues at all with following all day long; then there's the other side of the camp, they are too proud to follow others, they are fiercely independent, they like to lead out, do their own thing and really back themselves with their thermal finding ability.

### **Learn When to Gaggle**

I'm Australian, our culture here in Australia is that we don't like leeches, we are typically proud people, we like our space, and always like to be seen to be doing our own thing. I'm at the Czech Republic World Gliding Championships 2018, I lost a good result on one particular day because I was too proud to follow Christophe Cousseau when he made a good decision, you can guess why. I wanted to do my own thing and not be seen to follow. At the end of the race, I knew exactly what I did wrong, I should have swallowed my pride and just gone with Chris.

I spoke to him later about this for advice, I told him about the Australian culture above and that I don't want to be seen to be following. He told me that we are all like this, no one really likes to be seen to be a follower, but you have to learn when to do it. Everyone has their strengths and weaknesses, and it is important to recognize what yours are and to know what your competitors are so you're able to use them when needed.

### **Gagging can Reduce the Race Load**

Chris gave one key point to note too, that it's incredibly hard to be 100% focused and at full race pace all day too. So he looks for opportunities to follow, yup, you heard it, even Chris of the French team, who is World Champion material admits he follows. He tells me that it's important to do this for a few reasons, we all need to rest in the flight, we all need to have lunch, go to the toilet, to sit back, and learn. It is important not to switch off though, soak it all in and keep looking ahead. Why? Because you need to be able to switch back into race mode when the moment calls, or take an opportunity that presents itself if the leader ahead makes a poor decision.



## Use and Discard the Gaggle

Gaggles have a real fascination to many pilots, and of no interest to others because they're too proud to use them. So how do we use and discard a gaggle? The first question I ask myself is, would I go there if I were in the lead and no one was there? How far away are they? Who is in the gaggle? How many are there? Is it an organized gaggle or one that is chaotic? Angle of Bank, are they aggressive, or are they waffling? How critical is this climb to me? Then the first question again, repeat, as you make up your answer.

### A Competition Story

At a recent competition, these were the questions that were being asked but had a slower outcome for our flight deck. Gaggle up ahead climbing 10km away, they're climbing well. We see the wind turbines turning hard on a ridgeline that takes us slightly upwind of the gaggle, then veers towards them. Avoid the gaggle was the answer initially, then go to them as the backup plan. We hook a great climb and start to close on the gaggle on the way. They roll out and keep on trucking, we do so once at a good altitude.

The conditions are feeling like they'll be trickier up ahead and now we are within striking distance of being able to catch the gaggle. We start off on our own line, but quickly start veering away from them with our new found confidence, which is ok as the gaggle is still within reach. The gaggle climbs again, visibly well and it seems they are working together. However, we choose to go it alone 3-5km abeam them, which makes finding a climb far harder. We miss the next climb marginally, then the next one quite remarkably, the weather weakens down the next leg and we say goodbye to them as they fly away in the distance.

### The Lesson

The crucial point was that we were too proud to just latch onto the back of the gaggle as we saw them climb the second time because we thought we knew better. For us, it would've been much smarter to swallow our pride, not take any risks by flying off alone and sticking to our first glide climb plan, go via an area that will produce good air or lift, then if that didn't work, head to the backup plan of the gaggle climb, latch on, work the gaggle, rest, look for other opportunities to pounce during the flight.

Tread your own path, but remember to use others when they're clearly working together or making good decisions 😊



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.

## [Events](#) » Auckland Gliding Club Smeg Task and Goal Week

Starts in a month

Drury

NOTE the Auckland Enterprise Competition has been cancelled and replaced with this Task Week. Keep an eye out for the January 2022 Auckland Enterprise Competition!

## Details

**Date:** Sat 2nd Jan 2021 - Sat 9th Jan 2021

**Start Time:** 1000                      **End Time** 1800

**Practice Days:** 1

**Classes** Enterprise and Novice Class

An opportunity exists for club pilots to enter on a daily basis or for the whole week.

### ***Entries (last week)***

<b>Name</b>	<b>Class</b>	<b>Glider</b>	<b>Model</b>	<b>Wingspan</b>	<b>Handicap</b>
David Johnson	Enterprise			15	
Andrew Fletcher	Enterprise	ZK-GKT	Mosquito	15	98
Steve Foreman	Enterprise	ZK-GKP	LS 4-a	15	96

## GLIDING EVENTS CALENDAR 2020/21

### **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**

- 7<sup>th</sup> - 11<sup>th</sup> December 2020

### **Omarama YouthGlideNZ camp**

-Thu 10<sup>th</sup> Dec 2020 - Sat 19<sup>th</sup> Dec 2020

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

-Sun 27<sup>th</sup> Dec 2020 - Wed 30<sup>th</sup> Dec 2020

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

-Fri 1<sup>st</sup> Jan 2021 - Sun 10<sup>th</sup> Jan 2021

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

-Sat 16<sup>th</sup> Jan 2021 - Sat 23<sup>rd</sup> Jan 2021 @ Drury

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

-Fri 29<sup>th</sup> Jan 2021 - Sun 7<sup>th</sup> 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

## TAILPIECE

*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.*

*I finally had “the talk” with my kids. I told them how some animals eat their young, so they had better get their act together before dinner.*

### Duty Roster For Nov, Dec 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
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	