

WARM AIR 8 May

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Rex Carswell

Duty Pilot Ian O'Keefe

Sunday

Instructing: Ray Burns

Towing: Fletcher McKenzie

Duty Pilot Matt Moran

MEMBERS NEWS

SATURDAY Duty Instructor Rex Reports

I arrived at the gate with key in hand just moments after 0930, anticipating I might be first there. Not so - gate martial Jonathan Pote and towie Derry Belcher were already there. Derry - wearing his engineer hat - needed to do the '3 monthly' supplementary checks on GNF before we could go flying. We promptly set about getting tasks underway, with myself doing RDW's pre-flight inspection to help ease Derry's load.

In short order, we had Neville Swan, Tony Prentice plus the first student pilot arrivals.

The weather was nice and sunny with a cool sou'east breeze wafting across the airfield. As soon as Derry had the twin signed off, I completed its' D.I. in the presence of 4 students, then trundled down to set up on grass'08'.

It was after midday before first launch got underway. The sky was looking quite promising, with some growing cumulous nearby. Jeremy Donaldson was the first student on board, briefed, and anticipating 'hands on' as much as possible following release at 2000ft. This we did with learning about basic tasks of speed and attitude control - seeing, feeling, and hearing, the result of control inputs - and likewise, experiencing what happens without the required harmony of input.

The flights with Matthew Peters, Debrah Breedt, and Jacob Church all followed a similar pattern as all are at an early stage of flight experience.

Meantime, Tony was watching the cumulous slowly develop, and chose his time to launch. Alas, he too discovered that the available energy belied what the clouds mockingly presented. It was one of the rare times that Tony and his PW5 had the shortest duration logged flight for the day -



Jonathan Coaching Matt
"this is the ground!"

but only a minute in it. Yep, it happens, eh Tony. Final flight launched at 1530 hours with Matt Moran taking a friend to enjoy a colourful autumn afternoon. He wisely took a higher tow - releasing at 2500ft, achieving a 23 minute flight.

As the toys were all being put to bed, we learned that Lyndsay Belcher had arrived at the gate with a delightful iced carrot cake to share with us to celebrate Derry's pending 65th Birthday. Superb! On behalf of those present, thankyou Lyndsay. "Happy Birthday Derry"!



However, Derry was not the only member celebrating a Birthday on Saturday. A Happy Birthday to Graham who celebrated his 70th with a huge contingent of family, sailing, gliding and past Air Force friends. A great party and wonderful people and a few "yarns", or as Graham said "Lies". Thanks Graham and Carol.



So, you would think with that many candles between these two, that 6 knot thermal climbs were in order. May be just diets after consuming too many of those beautiful cakes.

A very Happy Birthday to you both!

SUNDAY Steve Wallace reports

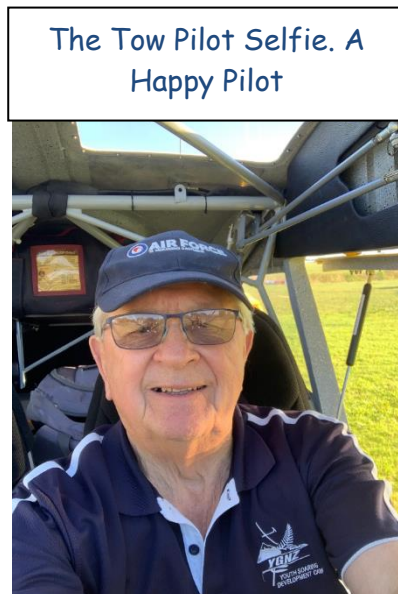
Sunday started off with light and variable winds but progressed during the day to a good 15kt cross wind which made for a good challenge for those brave enough to try it. We set up on 08 as with no head wind it is always the more comfortable direction to tow towards. With a morning and afternoon shift of 6sqn ATC cadets being flown by both myself in the twin and Ray in the motor Grob it was going to keep us busy all day. On the ASC side Geoff Leyland had a couple of training flights to keep his hand in the game and progress his skills and knowledge. Alex Michael tested his skills against the string cross wind at the end of the day and handled things very well. Tony Prentice was the sole single seater up for the day and managed 19 minutes.



The day was beautiful, blue and stable all day and despite the odd cumulus cloud appearing in the distance, around Whenuapai we barely felt a bump all day. A good solid day's flying was had by all though.

Peter Thorpe reports from the noisy end

Sunday was a nice day - calm and sunny with the ATIS saying the QNH was 1031 while the wind was variable 2 kts on the ground and variable 5 kts at 2000 ft. Not a good omen for soaring but ok for taking cadets for air experience flights. Ray Burns was driving motor glider Grob 109 GNW while Steve Wallace was duty instructor for our twin GNF. Clare Dickson was duty pilot and Roy Whitby continued his never-ending task of de-rusting and painting NF's trailer. There was a faint breeze from the east so we set up on 08 and launched the first flight with Steve and Geoff Leyland at 1128. Two cadet flights to 1500 ft followed before a trial flight allowed Steve to climb to the majestic height of 2500 ft. Two more cadet flights before Tony Prentice took his GBN for an airing. Meanwhile a potential new tow pilot joined me in RDW to see what we do. Paul Eichler is a uniformed man from 5 SQN who confirmed he liked what he saw and will now proceed with the required training.



Final flights for the day were Steve and Geoff again to 2000 ft and a quick circuit for Steve and Alex Michael. All finished by 1620 with time for a chat in the clubrooms. Nine launches for the day in very smooth conditions that made the tow pilot very happy although a developing cross wind from the south in the late afternoon gave Ray in the motor glider some challenges. GNW hates cross winds from the right more than about 2 kts. However he tamed it.

GNZ May Newsletter

As you know Steve Wallace is the President for Gliding NZ and also produces the monthly GNZ Newsletter. If you have missed it click on this link below.

<https://kor.qwilr.com/GNZ-May-2021-ZP1ZCuKScq9U>

Hey you will see our very own Alex gracing the pages.



Also, you will find a link to GNZ Safety Bulletin. Well worth a read to keep your situational awareness and keep on top of your game.

<http://gliding.co.nz/safety-bulletins/>

gliding.co.nz/safety-bulletins/

HOME ABOUT FOR PILOTS CLUBS NEWS EVENTS CONTACTS

Safety Bulletins

These bulletins from the GNZ Operations Teams include summaries of recent incidents and accidents with a commentary on how pilots can avoid repeating these mistakes. Plus notification of updates to rules, procedures and the training programme. A new bulletin is issued every 1-2 months. Instructors should receive them automatically.

Longer articles on specific subjects can be found here.

- April 2021
- March 2021
- January 2021
- December 2020
- October 2020
- September 2020
- July 2020
- March 2020
- January 2020
- December 2019
- October 2019
- September 2019
- July 2019
- June 2019
- May 2019
- March 2019
- February 2019
- December 2018

Great Article from Garret Willat from Wings and Wheels.

Where am I?

When you look down and ahead to your left, you see a lake; you are not over it yet. However, when pilots call on the radio, they claim they are over it. The lack of position knowledge leads to some confusion, especially when it is a radio call when entering the pattern. Based on experience at uncontrolled airports, saying 'entering the 45' narrows your position down to about five sq miles, which doesn't help anyone else, because on paper it should be a pretty small area.

One of my favourite interactions on the Unicom was (I will change the call signs to protect the pilots):
"Warner Springs Traffic glider XX over Goose Lake at 4100ft entering the pattern Warner Springs traffic."
"XX I am over Goose Lake at 4000ft I don't see you, do you see me" in a panicked voice
"Oh, I'm still about a mile away."

If you are going to use the radio for position reporting, you need to make sure you are accurately reporting your position. Saying you are 'one mile southwest of Goose Lake' would be just as easy on the radio and slightly more accurate if someone else is out there. That someone else is out there is the reason we are talking on the radio.

If you don't know where you are, this leads to problems for the pilot entering the pattern and trying to enter at the appropriate height. When you are over something that generally means it is directly underneath you, which you cannot see. So if you are using a landmark, you shouldn't be able to see it. If you are trying to get there at a certain altitude, you have to account for the altitude loss from the point you are over until you are overhead of that point.

Flying in a Crab

Imagine you are on downwind with a crosswind that is blowing you toward the airport. To maintain proper alignment, you have to crab away from the airport. If you are looking at 90 degrees from the glider, you will be looking ahead of where you are abeam. You need to be looking perpendicular to the runway. This throws a lot of students off.

The crab becomes more of a visual error when the student got too close to the airport and is not only crabbing but trying to work back away from the airport to a proper downwind. I notice students saying they are abeam the landing area while they are still a few 1000ft away. Potentially leading to a few hundred feet of error in altitude from where they think they should be.

Outside of the pattern

Turnpoints

With everyone posting on the OLC, you can see where pilots are actually turning, like the fishing story. "I turned Jacumba today" when, in fact, their GPS trace shows they turned five miles short of Jacumba, flying ten fewer miles. Once you add a few more turnpoints in there, the flight just got a significant amount shorter.

Those of us that raced with cameras know what it was really like getting over the target. It would disappear, and you might have to lower a wing and strain your neck to look down. Then hope you went far enough and pull up and turn, hoping your point was off your wingtip. I only raced one contest with a camera; they were being phased out when I started racing. I did, however, do my badges flights with a camera. We still have the declaration forms hanging in the instructor's office.

Position reporting

When you are flying with someone, and you are trying to meet up or share information. You have to be doing a good job reporting your actual position. When you look down at a 45-degree angle to the north edge of the city, and you tell your buddy, you are over the city. He might be looking at the cloud over the city and head for that

What topic do you want to see in an upcoming newsletter? Email us sales@wingsandsheels.com



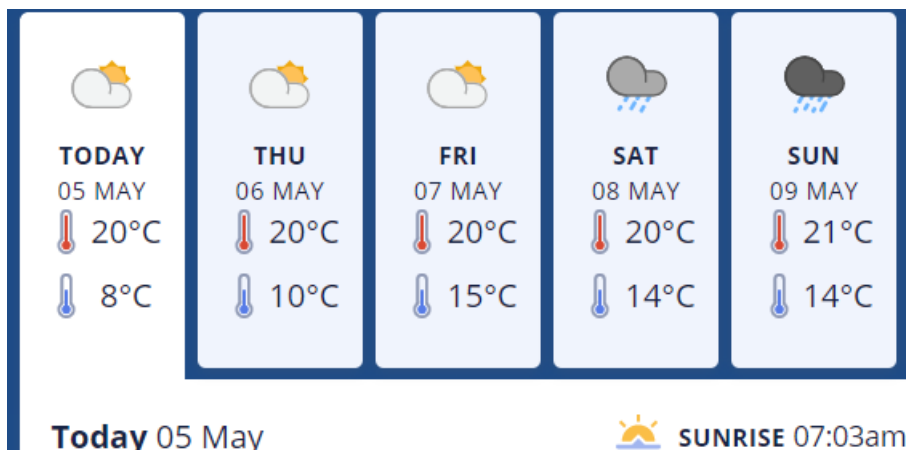
Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a 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.



expecting to find you there. FLARM has really been a game-changer on finding those that are geographically challenged.

If you would like to receive their newsletter subscribe here <https://wingsandwheels.com/newsletter>. Also checkout their website for all things gliding <https://wingsandwheels.com/>

Weekend Forecast



Okay that sucks. But let's see what happens, we know it can change.

GLASFLUGEL LIBELLE 201B SHARE FOR SALE

Ill health forces me to sell my share in LIbelle 201B ZK GIV. This glider is based at Whenuapai in partnership of two. Easy to fly, the Libelle has a good performance that in the right hands puts more modern machines to shame. Email Graham Lake gclake@pl.net

Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Apr	10	R-WHITBY	S-WALLACE	F-MCKENZIE	
-	11	I-BURR	I-WOODFIELD	G-CABRE	30 SQN ATC
-	17	C-DICKSON	P-THORPE	F-MCKENZIE	
-	18	K-JASICA	R-BURNS	D-BELCHER	
Anzac-Week	24	J-DICKSON	L-PAGE	P-THORPE	
	25	S-HAY	I-WOODFIELD	F-MCKENZIE	
	26	K-BHASHYAM	A-FLETCHER	G-CABRE	
May	1	K-PILLAI	R-CARSWELL	D-BELCHER	
-	2	G-LEYLAND	S-WALLACE	P-THORPE	
	8	I-O'KEEFE	P-THORPE	R-CARSWELL	
	9	M-MORAN	R-BURNS	F-MCKENZIE	
	15	T-O'ROURKE	L-PAGE	R-HEYNIKE	
	16	R-BAGCHI	I-WOODFIELD	G-CABRE	
	22	T-PRENTICE	A-FLETCHER	D-BELCHER	
	23	C-BEST	R-CARSWELL	R-HEYNIKE	
	29	E-LEAL SCHWENKE	S-WALLACE	R-CARSWELL	
	30	R-MCMILLAN	P-THORPE	G-CABRE	
Queens Birth	5	A-MICHAEL	R-BURNS	P-THORPE	
	6	R-WHITBY	L-PAGE	D-BELCHER	
	7	I-BURR	I-WOODFIELD	R-HEYNIKE	
Jun	12	C-DICKSON	A-FLETCHER	F-MCKENZIE	
	13	K-JASICA	R-CARSWELL	G-CABRE	
	19	J-DICKSON	S-WALLACE	R-CARSWELL	
	20	S-HAY	R-BURNS	D-BELCHER	
	26	K-BHASHYAM	P-THORPE	R-HEYNIKE	
	27	K-PILLAI	L-PAGE	G-CABRE	