

WARM AIR 12 March 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	Ivor Woodfield
	Towing:	Ruan Heynike
	Duty Pilot	Matt Moran
Sunday	Instructing:	Ray Burns
	Towing:	Rex Carswell
	Duty Pilot	Ian O'Keefe

MEMBERS NEWS

- *In Warm Air this Week;*
- *Weekend Reports*
- *Articles*
- *Roster*

Thank you for the contributions from members.

Weekend Reports

Saturday – Peter Thorpe reports

Saturday dawned fine with a NE wind and I was actually first at the gate – something of a record. No Jonathan to guard the gate so we had to do our own signing in but it worked out ok. Derry Belcher arrived to do some towing but then so did Gus Cabre arrive to say he was duty tow pilot so Derry buried himself in the bowels of BD and VF trying to work out where to fit the various boxes that make up an ADSB installation. He was rather frustrated that the connectors were so large that his planned positions would not work and the brackets he had fabricated would have to be binned.

By that stage Rahul Bagchi, Alex Michael, Kazik Jasica and Tony Prentice had arrived so we set off for 08 leaving Kazik working on VF trailer. I got to drive the yellow tractor with caravan and we were going great guns until about half way when the engine surged and stopped. I suspected fuel and hoped the fuel tap had not been turned fully open as that would have meant that the tank was empty. Fortunately, the tap was only a half turn open so by opening it fully I was able turn on the reserve supply and continue on my merry way. Members who are younger than me (that's everyone except for Neville) may not be aware that the Fergy tractor is designed so that the bottom ¼ tank is a reserve supply to get a farmer home from the back of his property if he forgets to fill up. By opening the tap a half turn fuel is taken from the top ¾ only leaving the rest available as a reserve which can be used by opening the tap fully.

Rahul was keen to refine his spot landing technique, so we did a 2000ft tow to begin with and then two 1500 footers. I demonstrated the first landing then Rahul did the next two with me coaching. Some nice smooth flying and good landings resulted. Alex shot away in MP and achieved 52 minutes while I had lunch and Izzy Burr took Shivneet Chand for a very quick circuit. There were no more customer so I treated myself to 40 minutes in MP to refresh my very rusty thermalling skills (I got to 3,400ft) and a few aeros for fun. In the meantime, Izzy and Tony P took a flight to refresh his back seat passenger rating. Alex then wanted to do some lazy eights so that's what we did. Once he realised the nose needs to be quite high at the apex, he was able to produce some quite nice manoeuvres. We landed on the dot of 4pm after eight flights for the day.

We soon had the fleet locked up and retired to the club rooms for a chat about the day and heard about some of Gus's flying experiences while he was in the RAF.

Sunday – Steve Wallace Reports

Apart from the 15 – 20Kt easterly the forecast for Sunday was not too bad with reasonable thermals predicted from midday onwards in the local area. With the wind coming in from the east obviously the further west you went the better the thermals would be but the further downwind from the airfield you would also be.

Alex Michael was first away at 12.10pm with a release from tow at 12.14pm to begin a 5 hour attempt. Alex did initially end up way out West but rather low and the tower even asked him if he was going to land out! Alex eventually scrapped away though from the paddock he had selected and continued on his flight for another four hours before things (Alex not the sky) got messy and he had to return to base and engage in some glider cleaning. I'll let Alex tell you the full story but it was a valiant effort and he learned a lot.



Nick Vyle went up in the twin for his 5th trial membership flight and it must have gone Ok because 62 minutes later he came back and decided to join the club. Please make Nick feel welcome if you see him at the field. Jonathan Pote got in a couple of practice flights of about half an hour each as he works his way back to solo and Kazik also got in a 40-minute flight to keep his eye in the game before heading to Matamata for a week with VF.



All in all, a good day with a lot learnt by everybody.

Alex Michael shares his adventure (cross your legs and hold on)

My flight on Sunday ended up being quite an adventure to say the least. The day started---and ended--with a very thorough clean of GMP for reasons that will soon be very apparent.

After completing the DI for MP I decided to give it a good clean around the hard-to-reach places to busy myself before we got clearance to set up on 08. Once we all made it to the other end it seemed as if I would have MP all to myself. Steve asked me what I wanted to do. I had such a blast doing Lazy 8s with Peter the other day that my initial plan was to practice them some more. However, Steve suggested that today would actually be an ideal day to attempt a 5-hour flight. Well, it wasn't that ideal given that most of the nice-looking clouds were well downwind of the field, and I'd have to fight about 20kts of headwind to make it back to WP. Plus, the last time someone suggested I do a 5-hour flight I came back after 18 minutes so I was pretty skeptical about it all.



In terms of equipment, I had 1 big water bottle for hydration, 1 empty water bottle to relieve myself if need be, and a container full of fruit to power me along. I also recently purchased a mount to put my phone on so that I could use the map on XCSoar. It looked like I was sufficiently equipped to take on the challenge.

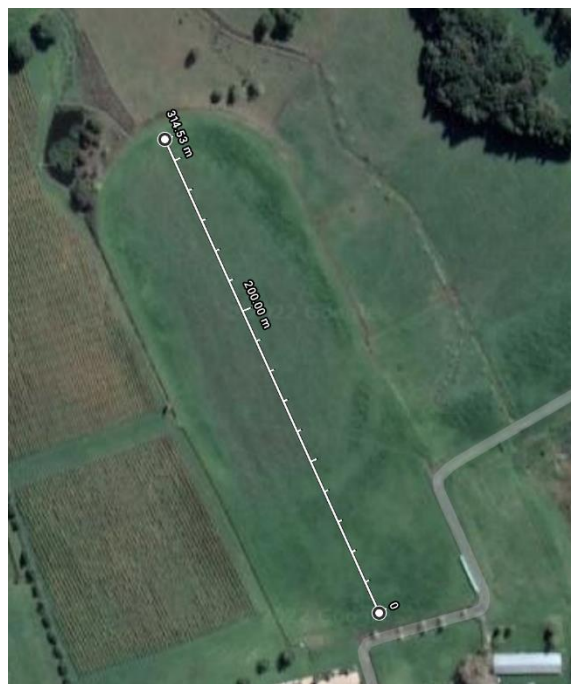
After releasing from tow, I encountered some buoyant air over Riverhead Forest that got me up to 3000ft. I felt comfortable venturing to the western edge of Huapai where the clouds looked nice and big with firmly defined bottoms. SURELY, they'd be working well! Alas I lost a lot of height on the way

there and only found very weak lift. I must have been too low to get into the good stuff. I found a nice-looking cloud in the middle of Huapai which looked promising but the best I could do was hold on to my height which was now down to 1500ft. With a 20kt headwind even a straight in approach for 08 seemed out of reach. As I was circling trying to claw my way up in the weak lift I was drifting further and further west... That's when it hit me that I ain't making it back to Whenuapai.

I had flown over Huapai in similar conditions a few weeks ago (albeit with a lot more height!) and knew that there were landable options there. However, I was so focused on eeking out this thermal that I had lost sight of those paddocks from being pushed so far west. Realising I had no immediate land out options at my disposal was not ideal. Now that landing at Whenuapai was 100% out of the realm of possibility I thought it best to fly in the opposite direction, use the tail wind to my advantage and checkout the rural looking areas west near Waimauku. You bet my eyes were PEELED for a decent paddock. So far, nothing. I did hit a bump along the way which I did try to circle in but that just ended up costing me 300ft. Not helpful!

I arrived at Waimauku at 1000ft but almost immediately locked eyes on a long paddock. It looked a bit rough, but landable. Doesn't matter, I at least have an option now. And it was at this point that I hooked into a weak thermal. With the paddock seared into my eyes I went round and round the thermal while keeping a look out for better options. I made sure **THIS TIME** to NOT DRIFT AWAY from my paddock! As I was thermalling slowly up I noticed these MASSIVE green fields out to my left. They looked very hilly but at least 2 fields had flat tops. Being comfortably close to my original option I decided to move closer in to take a look at these new ones. If I was satisfied, I would start my pre-landing check lists and just land there. So off I go to take a look and then.... BOOM! UP UP UP UP BEEP BEEP BEEP. Back up to 3000ft. As I was climbing, I spotted an **even better** paddock that was right into wind. Ahhhhh found a new 08 grass, how convenient! I eventually managed to climb all the way up to 3500ft.

Paddock 1



Paddock 2



Paddock 3



I felt very triumphant going from imminent land out to asking for the upper airspace to be opened! I still always had my options in sight, so I felt comfortable going all the way to the coast where I got a ripper climb all the way to 4500ft. At that height it was easy to stay in good air and I had a great time for about 3.5 hours.

Little did I know that the next challenge was going to be far, far more difficult to overcome. It was time to pee in a bottle.

I supremely underestimated just how awkward it was to be. In fact, it seemed geometrically impossible. I'm not kidding when I say I felt more stressed trying to figure

this out than hunting for a paddock. By the grace of the Almighty I did manage to figure it out without making a mess and was legitimately shocked that I had filled the entire bottle up. Not wanting to have a warm bottle of urine next to me I tipped it out of the window and into the freestream flow. I had spent so long cleaning the wings in the morning, and this is what I do to them???

Things started going downhill from there. Instead of feeling a great sense of relief I started to feel sick. My hunch is that peeing in a glider must have been revolting to me on some deep physiological level that it made me nauseous. At this point I am at 3000ft close to the coast looking for a climb to return home. Well my stomach didn't have time for that so out came all the fruit I had in the morning back into the container only now in liquid form. A brief sense of relief ensued but then more fruit wanted to vacate my system. I had run out of space in my lunchbox so I guess I'll just have to upchuck into the bottle I peed in. Once round 2 was complete I was feeling paranoid that this was going to happen again. Time to empty the bottle and desecrate my wings some more.

I finally made it back to Whenuapai with plenty of height to spare. Safe to say I wasn't feeling my peak. I upchucked yet again in my bottle on the way back. I saw on my phone that I had completed 4 hours. The sky was still very much working but I thought "one more hour of this? F**k that sh**t!!!" I joined downwind and hangar landed.

After landing I jumped out of the cockpit and guess what I did? I vomited some more!!! Now I felt like I REALLY got it ALL out of my system. I lay sprawled on the ground being very thankful to be back on terra firma while I took in everything that just happened over the past 4 hours.





This certainly was the most eventful flight I've ever had. Yes, it would have been nice without the vomiting. Yes, I could have gotten the 5 hours. Yes, I shouldn't have drifted from my original land out. But it was all a great learning experience.

You can check out a trace of my flight here:

https://seeyou.cloud/flight/public/6qbGGQ_9O0qS2uSKFyul--

Firsts:

1. First time flying 4 hours
2. First time peeing in a glider
3. First time encountering an imminent land out
4. First time flying to the west coast
5. First time throwing up in a glider

Alex

Alex wanted others to learn. Jonathan Resident Retired RAF Doctor shares his wisdom and experience on what may make us feel unwell

I congratulate Alex on his longest (yet) flight on a day I personally found that staying airborne was not easy. His account shows that there is far more to a five-hour Silver/Gold duration flight than just workable lift for that length of time. It takes experience and preparation as well.

We humans need a daily fluid intake to cover losses by breathing in un-saturated air, by sweating, for faecal loss and to produce enough urine (minimum 500 mls but for practical purposes a litre or more) to keep our biochemistry within tight limits. Assuming we are healthy, loss by sweating is the great variable. On a day with comfortable humidity, you will not notice loss by sweating as it evaporates immediately, but physical activity in high humidity and confined spaces gives you some idea of the possible fluid losses: It can be several litres in as many hours.

We might be sitting as we fly our gliders but turning at 60 degrees gives a 2G environment and apart from increasing Vs it doubles the physical workload for any given muscular action, even holding your head up. Additionally, we have to have our legs covered, or at least smothered in UV protection, and the canopy acts as both a lens and greenhouse, most of flight time being in direct sunlight, not cloud shadow. Common sense dictates that we really should not be gliding at all except in straight lines on a cool day under a cloud layer.....

Why the air-sickness? Alex is an experienced glider pilot with excellent currency - two days in seven, with long durations, so it should not happen, surely? As PiC our gaze is outside the cockpit, fixed on distant references almost all the time. 'In-cockpit' gaze is rare and brief. As we are in control, the flight path of the glider is predictable (Usually!), so the brain gets no surprises and can correlate conflicting information from the inner ear with that from the eyes. All is well.

However, once urination became vital, his gaze was inside the cockpit, his head probably moving in all three planes, and the glider not only uncontrolled, but probably with accidental control inputs as he knocked the stick or moved a foot. The poor brain now had multiple uncorrelated inputs and the unsurprising result was nausea, then vomiting.

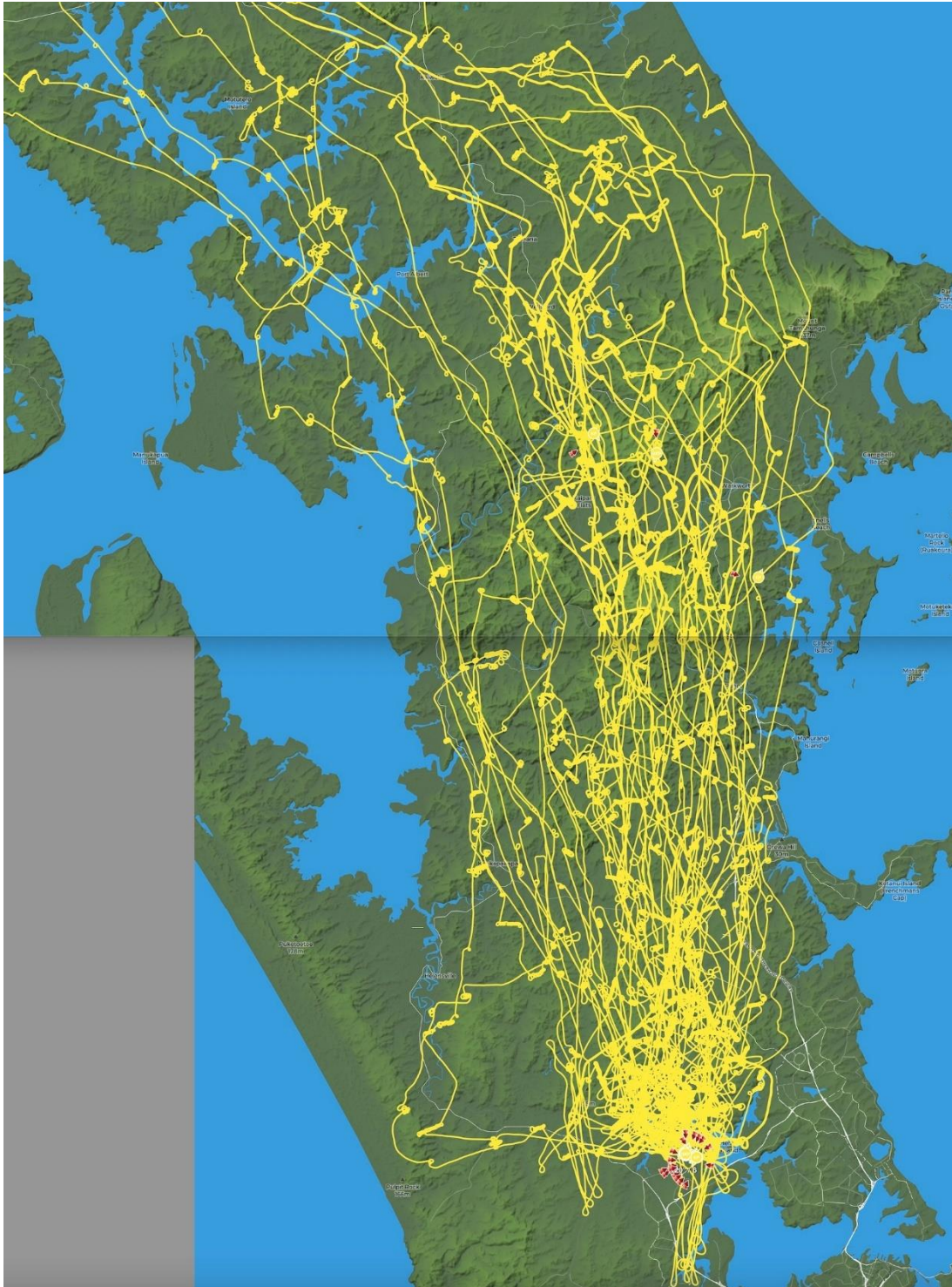
It might have been possible to continue to the coveted five-hour mark, but good airmanship dictated otherwise. A considerable achievement had been made, lessons learnt, and it was time to go home. Not in a hurry, of course: When one has such an episode, recovery will take a few minutes, and if it is safe to do so, a gentle straight glide for a few minutes will help. Then concentrate on a safe landing.

With the urination technique solved, next time will go well, of that I am sure. Jonathan

All I can say is that most of us at some stage have made a mess of our gliders and ourselves.

Great effort Alex. Attempting 5 hours at NZWP is not easy at all. Next time for sure.

And from the Man who did his 5 hours at NZWP in VF a few moons ago and wet his pants (it's like an initiation) here are Hawkeyes collective flight traces of his X-country flights heading North. He has been everywhere.



And I think we have a few Members heading to Matamata for competitions and 50K attempts this coming weekend. All the best Kazik and Craig.

Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jan	15	R BAGCHI	I WOODFIELD	D BELCHER
	16	T O'ROURKE	S WALLACE	G CABRE
	22	M MORAN	A FLETCHER	P THORPE
	23	I O'KEEFE	R BURNS	R CARSWELL
Anniversary Weekend	29	K PILLAI	L PAGE	R HEYNIKE
	30	K BHASHYAM	I WOODFIELD	F MCKENZIE
	31	T PRENTICE	A FLETCHER	D BELCHER
Waitangi Weekend	5	C BEST	I WOODFIELD	G CABRE
	6	E LEAL SCHWENKE	L PAGE	R CARSWELL
	7	R MCMILLAN	S WALLACE	P THORPE
Feb	12	A MICHAEL	P THORPE	P EICHLER
	13	R WHITBY	S WALLACE	R HEYNIKE
	19	C DICKSON	L PAGE	R CARSWELL
	20	K JASICA	I WOODFIELD	F MCKENZIE
	26	J DICKSON	R BURNS	D BELCHER
	27	S HAY	A FLETCHER	P THORPE
Mar	5	R BAGCHI	P THORPE	G CABRE
	6	T O'ROURKE	S WALLACE	P EICHLER
	12	M MORAN	I WOODFIELD	R HEYNIKE
	13	I O'KEEFE	R BURNS	R CARSWELL
	19	K PILLAI	L PAGE	F MCKENZIE
	20	K BHASHYAM	A FLETCHER	G CABRE

	26	T PRENTICE	P THORPE	D BELCHER
	27	C BEST	R BURNS	P EICHLER