

# WARM AIR 16 July 2022

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday	Instructing:	A FLETCHER
	Towing:	R CARSWELL
	Duty Pilot	A MICHAEL
Sunday	Instructing:	P THORPE
	Towing:	R HEYNIKE
	Duty Pilot	R WHITBY

### MEMBERS NEWS

#### *In Warm Air this Week;*

- *Club News*
- *CFI Corner*
- *Weekend Reports*
- *CONTROLS FULL, FREE and CORRECT – Peter Thorpe shares some life-saving wisdom*
- *Roster*

*Thank you for the pictures, stories and contributions from members.*

## Club News

### 7000-hour check for November Foxtrot

NF will need to be derigged at the end of flying on Sunday. Do not leave it too late, the wings have to be dropped down to Drury.

The wings will be transported to Sailplane Services for some inspection work and the fuselage kept at Whenuapai for Derry to do his magic jiggery and pokery to make sure NF is all good for another 1000 hours.



If you have an upcoming BFR or need to keep yourself current, it would be prudent to pop out this Saturday / Sunday prior to this taking place. NF will be out of action for 4 or so weeks.

### Update on the Singles (Gliders that is)

Mike Papa is serviceable and transponder issue is resolved.

Victor Fox is waiting for some direction, its actually waiting for its new compass. If received this weekend Derry will try to install as soon as able.

*Again, thanks for the perseverance and efforts Derry to resolve these matters*

## SOS. SAVE OUR STRIP – Jonathan our security and grounds keeper has a plea

Or should that be 'savour our sods'? We are extremely fortunate to have a perfectly drained grass strip for our (almost) exclusive use. However, as the images show, some of the peripheral turf gets waterlogged after heavy rain as seal/metal tracks act as dams. Club members did lay a drainage pipe some years ago; this is still helpful, but may need refurbishing.



Meanwhile, PLEASE avoid driving on the soft areas. They are obvious from previous damage and easily avoided albeit perhaps with backing the caravan into the RW26 spot. Likewise, when bringing your own vehicle on to the field, avoid turning off the seal near the fence. Beside the ditch the ground is much firmer.



Whilst the seal area might seem an obvious place to park after heavy rain, the Fire Section have asked us to keep it clear at all times in case of an off-airfield emergency.

Finally, if you accidentally make a rut, stamp it back into shape yourself. This will avoid annoying ruts when it firms up in the summer and gliders have to be pushed over them.



If any member has an unwanted lawn roller, the Club could use it.

*After this week's torrential rain, it will be sodden. A likelihood you will become stuck driving in these areas, and if you do photos will be taken and shared!!!!*

### CFI adds " Skid- marks"

This is also a good time to remind people to limit their use of the wheel brake in these conditions; especially at 08 where the grass (or in some places "moss") seems to have very little root structure.

Clearly this should not be at the expense of safety. If you need to yank it on to avoid something (or someone) do so. But if you just want to avoid a walk to the launch point please reconsider. The exercise will do you good!

*He obviously has noticed the winter kilos we have all put on.*

### COVID

Well, as expected it is back with vengeance alongside with some other pretty unpleasant illnesses such as flu and RSV. So back to basics to protect each other.

- We strongly encourage you to take a RATS Test before coming out. It's a blunt instrument, but it has identified some asymptomatic cases.
- Wear a Mask and wear it properly.
- Keep your physical distancing and don't all crowd into the caravan.
- If you are unwell, do not come to the club.
- If you have symptoms and still test negative do not come out. Stay home.

Consider these measures as pre-flight essentials to continue your activity but looking after yourself and others.

And if you do get COVID and been at the club please inform members, or if you are not sure how to contact them, let me know (Ian).

## Weekend Reports

### Saturday - Ivor reports

Early Saturday morning, following a text from Ray Burns, I agreed to take on the instructor role for the day. A quick call to Derry Belcher, who was tow pilot and would be collecting the key, and I then headed off, arriving at the field around 1000. Others arriving were Derry, Craig Best, Alex Michael, Jonathan Pote, Roy Whitby, Rahul Bagchi and Tony Prentice. The wind was from the west, but 14kts gusting into the mid-20s, with 25+ at 2000. Cloudbase was very low, so only circuits would be possible unless things improved.

I spoke to Base Ops, who confirmed strong gusts along with a varying wind direction.

The call was made to delay flying to see if the weather would improve. Derry got to work on GMP and GON. Craig continued to work on the trailer for GON, which is now just days away from completion.



Sometime after midday Lionel Page arrived, and together with Craig got GON outside and rigged so that Derry could complete a compass swing. Following that, Derry took off in RDW for a short flight around the area with a colleague, which had been prearranged for quite some time. Around 1400, with the wind extremely strong, most people decided to go, leaving Craig and Lionel to complete the work on GON and return it to the trailer and Derry to finish the work on GMP, leaving just a mass of paperwork to complete before it could be returned to service.

We then spent some time working on an axle inspection on RDW to identify a suspected issue, which was found to be non-critical. GON's trailer was also returned into the hangar. Soon after 1600, with all tasks for the day completed, we packed everything away, put batteries back on charge, locked up and left. Several tasks had been completed, as well as one flight, and the day was deemed a success.



### Sunday – Rex reports from the prop end

It became my pleasure and privilege to stand in for Fletcher McKenzie last Sunday. I hadn't towed a glider since the end of April, so it was time to refresh discipline with all phases of flight procedures. Unusually, it was a day where most tows to circuit height only, were called for ... "mustn't overlook pre-landing checks". Yep - all good. A total of 13 launches for the day.



*It may be an Ocean now.*

## **CONTROLS FULL, FREE and CORRECT – Peter Thorpe shares some vital lifesaving wisdom**

A topic that is active on aviation forums this week is the subject of pre take off checks and, in particular, the critical “controls, full, free and correct” check that we all do before take-off – every time. Or do we?

This discussion has been triggered by the release by the US NTSB of a report into a fatal accident where a highly experienced and well-known pilot attempted to take off in his own aircraft with the control locks engaged. The pilot was Dale (Snort) Snodgrass, a retired USN Captain who was for many years the USN display pilot of the F-14 and had accrued some 6,500 hours in that aircraft. Since retiring he had been active in the war bird and display circuit in the US. In other words, a hugely experienced pilot who was accustomed to flying high performance aircraft in a regulated environment where checks were carried out religiously. Yet, one day he jumped into his own aircraft and took off without carrying out basic pre-take off checks. The aircraft concerned was a two-seat tandem tail wheel Sia Marchetti fitted with an Alison 250 gas turbine engine which he had not owned for very long – about 20 hours. The control lock was poorly designed in that it was not easy to see when it was engaged, there was no safety interlock to prevent take off and there was enough rudder movement to enable taxiing while engaged. This was a mitigating factor that made it easier to forget but does not excuse or explain the lack of a control check before take-off.

In the gliding world we do a control check for full and free movement and in the correct sense as part of the external checks and then again at the beginning of the cockpit checks where we ensure there is nothing inside the cockpit that may interfere such as parachute pack, cushions, fat thighs, cameras, iPads, water bottles etc. In the power world the same control checks are usually one of the final check list items before commencing take off. The risk of forgetting this check is more likely for our tow pilots who are carrying out multiple take offs per day sometimes without stopping. After 13 or so flights it is easy to become complacent, so it is vital we remain alert and disciplined. A couple of years ago Fletcher McKenzie was towing in RDW and after a couple of normal tows he carried out his pre take off control checks and found the controls were jammed – a small pill bottle had fallen from the parcel shelf through a control rod access hole down into the controls. His attention to his checks saved the day. A few years before that, a tow pilot died when he took off with the seat belt in the rear cockpit tied around the rear stick. The pilot was not aware that a bystander had locked the controls to prevent damage in wind gusts, but he would have realized if he had carried out a simple control check for full and free movement. In our club in years gone by there have been instances of controls being connected incorrectly after maintenance – ask Steve Wallace about trying to fly a Blanik with the rudder controls installed back to front.

Never forget to carry out a CONTROLS FULL, FREE and CORRECT check before every flight. Smoothly move the controls over their full range of movement feeling for any hesitation or restriction and look to see the control surfaces are moving in the correct sense – it could save your life.

*Sensible life-saving discipline and airmanship. Thanks Peter.*

*Have a good weekend everyone*

## Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
Jul	2	N VYLE	I WOODFIELD	G CABRE
	3	D MCGOWAN	S WALLACE	P THORPE
	9	C BEST	R BURNS	D BELCHER
	10	R MCMILLAN	L PAGE	F MCKENZIE
	16	A MICHAEL	A FLETCHER	R CARSWELL
	17	R WHITBY	P THORPE	R HEYNIKE
	23	C DICKSON	I WOODFIELD	P EICHLER
	24	K JASICA	S WALLACE	P THORPE
	30	J DICKSON	R BURNS	D BELCHER
	31	S HAY	L PAGE	F MCKENZIE
Aug		R BAGCHI	A FLETCHER	R CARSWELL
	7	T O'ROURKE	P THORPE	R HEYNIKE
	13	M MORAN	I WOODFIELD	P EICHLER
	14	I O'KEEFE	S WALLACE	D BELCHER
	20	K PILLAI	R BURNS	R CARSWELL
	21	K BHASHYAM	L PAGE	P THORPE
	27	T PRENTICE	A FLETCHER	F MCKENZIE
	28	N VYLE	I WOODFIELD	G CABRE
Sep	3	D MCGOWAN	P THORPE	R HEYNIKE
	4	C BEST	S WALLACE	D BELCHER
	10	R MCMILLAN	R BURNS	P EICHLER
	11	A MICHAEL	L PAGE	G CABRE
	17	R WHITBY	A FLETCHER	G CABRE
	18	C DICKSON	I WOODFIELD	F MCKENZIE
	24	K JASICA	S WALLACE	R CARSWELL

	25	J DICKSON	R BURNS	D BELCHER
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