

WARM AIR 30 July 2022

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday

Instructing: R BURNS
Towing: P THORPE
Duty Pilot J DICKSON

Sunday

Instructing: L PAGE
Towing: F MCKENZIE
Duty Pilot S HAY

MEMBERS NEWS

In Warm Air this Week;

- *Club News*
- *Weekend Reports*
- *Wake Turbulence Awareness*
- *Aero Tow Safety and General Soaring Videos*
- *Roster*

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

Weekend Reports

Saturday - Ivor reports

Saturday started with breakfast in a local cafe for myself, Ray and Lionel, although not the usual cafe sadly, which was closed due to COVID. Once we had eaten, Lionel set off first as he was flying some cadets in the ATC Grob 109, while I went with Ray to open up the club end of the field.

For various reasons, we only had the one glider, the single Astir GMP available for the day, and with the weather not looking that good, and only Alex Michael thinking about possibly taking to the skies, we were not rushing to get things ready. However, Ray was keen to do some flying in RDW with power instructor and towie Paul Eichler, so they busied themselves getting RDW ready and taxied off to the far end of the field.

In the meantime, Lionel and the ATC cadets had extracted the motor glider GNW from its hangar and had started flying. By now the sky was largely clear of cloud up to 2500' and they were making use of it. Lionel had already done 5 flights by the time Ray had finished with the tow plane and Alex decided that the sky could be working enough for a flight in GMP, so we got it out and ready, and headed off to the western threshold to join the ATC group. Alex launched shortly after 1400, and soon discovered there was far less lift available than he had expected. By then, Ray had taken over in the 109, allowing Lionel to grab some lunch before completing the last couple of cadet flights.

There being no-one else wanting to fly, I then agreed to take a flight in GMP and return it to the hangar while things were packed up. I was lucky enough to happen on a couple of small areas of lift but all too soon was back on the ground.

While we returned GMP into the hangar and generally packed things away, Paul took some flights in RDW, first with Izzy Burr, then with Shiv Chand and finally with Alex, who were all impressed with the experience.



Overall, there had been 16 flights, 9 in GNW and just 2 in GMP.

For a day which had looked like no-one might get airborne it had been good. We finished shortly after 1700, whereupon several of us went off for a quick drink and a chat before finally heading home after dark.

Saturday from a tow pilot's perspective: Paul Eichler

The day dawned and it was crisp and clear, so I met up with Ray at the hangar at 0930 to begin his type rating on the FK-9. After a relaxed start to the day we got up for an hour of flying, completing much of the type rating. The air was smooth and steady, with little to no sign of lift (although it's very hard to tell when the tow plane is so light!).

After we landed there was some conjecture about a few others going for a jolly in the tow plane instead of gliding, but always the enthusiast, Alex decided to give the conditions a go in MP. A 2000ft tow resulted in an 18min flight, but a very short landing left us in a conundrum. Nobody else wanted to fly, but the glider was all the way at the threshold of 08. So Ivor stepped up, with a tow to 2000ft, a slightly longer flight than Alex's and a hangar landing.

There were still a few eager future power pilots (I say this in jest) hanging around, all keen for a 30min cost-sharing scenic flight in RDW. So starting with Izzy we went out over the city, and out to Rangitoto to see the sights. Followed by Shiv and finally Alex (who had helpfully gone and fetched some petrol for RDW). I think I have them all converted, except for the cost of power flying!

All in all a quiet day, but still some fun flying even if it was petrol powered! Following the days activities a few went down to Hobsonville for a bevvie or two but someone else will have to tell those stories as I was late for dinner!

Sunday - Steve Wallace reports

Sunday was just one of those days that no matter how positively you tried to look at it, it wasn't going to be a flying day. RASP showed the winds were easterly and easily reaching 35Kts anywhere above about 500' and while the worst of the rain wasn't due to come in until later in the afternoon there was enough rain in the morning to discourage any thoughts of flying. So, on the bright side it was a good day to have NF not available and out being checked over because nobody really missed out.

Good to see there was some flying over the weekend. Alex advises that his Auntie made these fantastic Homemade Baklava. So, some very lucky members in attendance scored big time on Saturday. Some say the highlight of the day.

No pressure on your Aunty, but will there be some this weekend?



Are you Awake to Wake Turbulence?

During some rummaging through YouTube I came across this video and incident of Wake Turbulence from a Helicopter at an airport in the US which resulted in the loss of control and subsequent crash of a light aircraft that flew into the violently disturbed air on short finals.

I had appreciated Wake Turbulence from a number of Air Force aircraft, particularly the Boeing 757 which creates a significant wake. However, I had not considered a helicopter creating the same level of threat. However, when you stop and think of the downwash created by those powerful rotors this makes absolute sense. And since we do operate at an airfield where medium to large Helicopters could be operating in the vicinity or crossing our approach paths, this is something to be aware of and avoid.

The following video and incident report show and explain the event that took place. Also below are links to several other videos of light aircraft who experience wake turbulence.

[Cessna 120 caught in helicopter wake turbulence - YouTube](#)

This information is added by users of ASN. Neither ASN nor the Flight Safety Foundation are responsible for the completeness or correctness of this information. If you feel this information is incomplete or incorrect, you can [submit corrected information](#).

Date: 03-JAN-2022

[Share 2](#)

Time: 12:05 LT

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Type: [Cessna 120](#)

Owner/operator: Nextgen Flight Academy Inc

Registration: N76646

MSN: 11086

Fatalities: Fatalities: 0 / Occupants: 1

Aircraft damage: Substantial

Category: Accident

Location: Upland-Cable Airport (CCB/KCCB) , CA -  [United States of America](#)

Phase: Approach

Nature: Private

Departure airport: Riverside Municipal Airport, CA (RAL/KRAL)

Destination airport: Upland-Cable Airport, CA (CCB/KCCB)

Investigating agency: NTSB

Confidence Rating:  Accident investigation report completed and information captured

Narrative:

The pilot of the tail wheeled-equipped airplane reported that, he was on an approach to land at an uncontrolled airport behind two helicopters. An airport surveillance video showed the accident airplane flying over the runway about 20 seconds after a helicopter was in a slow hover taxi adjacent to the runway. The pilot reported that he saw the helicopter and decided to land long to maintain separation. He added that while on short final, he saw a helicopter 'cross' the runway, so he increased engine power to full and attempted a go-around. About one-third of the way down the length of the runway, the airplane encountered the helicopter's downwash, and the airplane entered an uncommanded steep right bank. The pilot applied opposite aileron, but he was not able to maintain control of the airplane. Subsequently, the airplane impacted right of the runway and sustained substantial damage to the right wing and fuselage. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

According to Federal Aviation Administration Advisory Circular No. 90-23G, Aircraft Wake Turbulence, 'pilots should avoid taxiing or flying within a distance of three rotor diameters of a helicopter hovering or in a slow hover taxi, as the downwash can contain high wind speeds.

Probable Cause: The pilot's loss of airplane control during a go-around as it encountered wake turbulence from a slow hover taxiing helicopter.

Sources:

[Helicopter Wake Turbulence affects Cessna 172 on take off - YouTube](#)

[Blackhawk Helicopter - Wake Turbulence Encounter - YouTube](#)

[Lessons learned 2: helicopter wake turbulence / a dangerous phenomenon - YouTube](#)

Tow Upsets

You will recall that there was a recent tragic fatal accident at another club due to an aero tow upset resulting in the loss of tow plane and the pilot succumbing to his injuries.

Tim Bromhead has produced a very good video on how to avoid these upsets and actions to take. Also, a link to some very good resources. We urge you to look at this video and commit to the recommended good practices.

[3 Seconds to Crash - YouTube](#)



And from Chess in the Air

[Dangerous Aerotow - I almost stalled! - Towplane Flies Too](#)

[Slow For My Glider - YouTube](#)



Dangerous Aerotow - I almost stalled! - Towplane Flies Too...

And finally, here are some more relaxing Soaring Videos for your enjoyment

[Gummiseil-Starts auf der Rigi - YouTube](#)

[Gummiseilstart 2021 vom Rigi / Schweiz - YouTube](#)



[500km at Warp Speed in a Glider - YouTube](#)

Anton Lawrence a member of the Auckland Club shares a video of soaring along the Kaimai's.



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	P THORPE
	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