

WARM AIR 30th September 2023

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org [ASC Gliding](#) | [Facebook](#)

Bank Acct 38-9014-0625483-000

Saturday Sept 30	Instructing: Towing: Duty Pilot	L Page R Heynike K Bhashyam
Sunday Oct 1	Instructing: Towing: Duty Pilot	S Wallace P Thorpe I O'Keefe

MEMBERS NEWS

In this edition of Warm Air

Club News

CFI Corner

Weekend Reports

New Roster

Thank you for the pictures, stories and contributions from members

Club News

Apologies if you did not receive Warm Air last week. May have had a technical issue, where some got it and some did not. Anyway, last weeks Newsletter, which has some soaring action is in the email attachment. Thanks for the photos and stories.

No soaring action last weekend. Let's see how we go this coming weekend.

Upcoming Events and reminders

- Annual General Meeting and Pre-Season Soaring Safety Brief. This will occur on Saturday the 14th of October at 10am at our Skyline Garage. It is a mandatory requirement to attend this Safety briefing or receive it from the Duty Instructor prior to any flying!!
- Labour Weekend Matamata Camp – the pilgrimage to Matamata on the 21, 22, & 23rd of October. Please contact Club Captain Krish to indicate if you will be attending and whether you are able to assist with taking the club gliders down or back.

We hear accommodation is scarce, so plan now. Check this link for options

<http://msc.gliding.co.nz/accommodation/>

- Just received notification that **we can** in fact fly on 15th October, as the Air Force event has been cancelled. However, we will also need to derig gliders midday afternoon and prepare equipment for the Matamata Camp to allow for the great exodus for the long weekend.
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Weekend Reports

23 Sept Saturday – Peter Thorpe Reports on lubrication

I was duty instructor for Saturday but the forecast was for rain and flying seemed unlikely, however, I thought I should make an appearance at the field just in case there were some keen members looking all hopeful. As it happens there was nobody there, but I opened up and proceeded to do a bit of husbandry on the aircraft. On NF the front seat canopy DV window rail had broken so I glued that together and then I spent some time cleaning some light corrosion off RDW flap bolts and elevator bolts and rudder cable ends and spraying some protective film on the exposed surfaces. It is an unfortunate fact that the atmosphere at Whenuapai is terrible for causing corrosion on exposed metal parts. The air is always salt laden from the harbour so it is important to regularly wash aircraft and to treat exposed surfaces with WD40 or similar. I noted that the three gliders sitting derigged in the hangar all had corrosion on wing and tail attachment fittings so I also cleaned them up and applied grease to slow further corrosion. It was not raining at the time but the cloud base was quite low and looked ominous so after a couple of hours of solitary corrosion control I toddled off home.

24 Sept Sunday Reports

Nope no flying

With a hot hot summer promised Dehydration is a real safety concern for us all. From Wings and Wheels Newsletter here is some good advice how to deal with it.

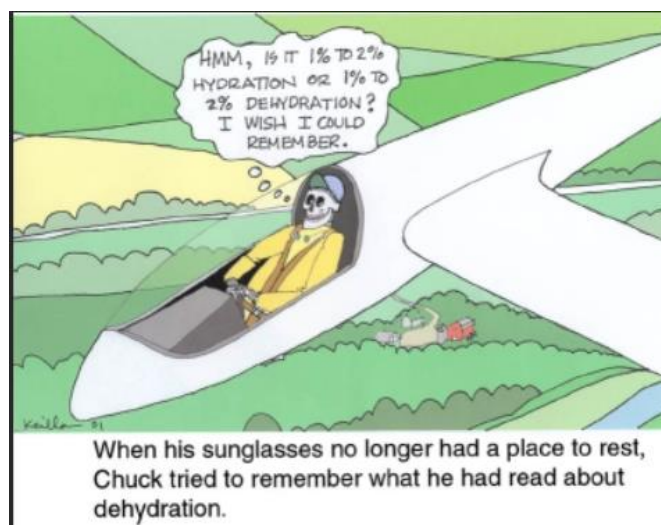


Dehydration

Tends to be a contributing factor to a lot of stupid things that happen at contests.

Preventative Maintenance

My first contest was in Phoenix, AZ early in the season before it got hot. At least that is what they claimed, it seemed pretty hot to my crew, and I. All of the pilots walked around with water. I remember Tony Smolder with his huge Big Gulp cup full of ice water and a wet towel draped over his neck. He would drink a few of them before stepping foot into the glider. The goal was to go pee a few times an hour. The FAA recommends between 2-4 qt of water every 24hours. When it is in the triple digits before 9 am, more might be required.



You might find that going pee a few times an hour to be excessive, or just the sign of old age. The idea is that you are making sure you are staying hydrated. It is not an easy task to get hydrated once you become dehydrated. If you have become more than mildly dehydrated, you will not be able to drink a few glasses of water and become hydrated.

Fatigue

Fatigue will probably be the first and most noticeable sign of dehydration. You are probably already fatigued from flying, and this will add to it. Fatigue will make it much more unlikely that you are making the best decision, and you are operating at your peak performance. I remember one wingtip first landing (not me) at Hobbs NM during a contest where the pilot was clearly not performing at his peak performance.

Body Deficiency

You cannot rely on your body to tell you when it is thirsty. That feature within all of us does not default to a low enough setting. You will get that feeling when you have roughly 1.5 liters deficit. Only a little bit of water is required to remove that feeling of thirst. Your body will still have approximately a 2% deficient in total body weight. Weighing yourself before and after you fly is a good idea in determining if you are drinking enough water. Dark urine is not good, but we will talk about urinating in the glider next week.

Here are some helpful suggestions from the FAA:

- Drink cool (40° F) water (forget the old "sports day" theory that lukewarm water is absorbed faster into the system).
- Carry a container so you can measure daily water intake.
- Don't rely on the thirst sensation as an alarm...stay ahead. If plain water is offensive, add some sport drink flavoring to make it more acceptable.
- Limit your daily intake of caffeine and alcohol (both are diuretics and stimulate increased production of urine)
- Exercise can cause a large amount of body fluid loss that is difficult to replace quickly.
- Acclimation to a change in weather takes one to two weeks.
- Monitor personal effects of aging, recent illness, fever, diarrhea, or vomiting.
- Monitor your work and recreational activity; if you feel light-headed or dizzy, call it a day.
- In extreme heat and exercise conditions, salt and electrolyte loss is a factor but not for the average person with a moderate exercise program. The American diet takes care of the loss.

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

[Wings & Wheels \(campaign-archive.com\)](http://wingsandwheels.com)

[Soaring & Gliding Pilot Shop \(wingsandwheels.com\)](http://wingsandwheels.com)

New Roster

Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot	109
Sep	30	K BHASYAM	L PAGE	R HEYNIKE	
Oct	1	I O'KEEFE	S WALLACE	P THORPE	
	7	T O'ROURKE	A FLETCHER	G CABRE	
	8	T PRENTICE	P THORPE	P EICHLER	
	14	R WHITBY	R BURNS	G CABRE	
	15	R BAGCHI	L PAGE	P THORPE	-
Labour Weekend	21	C BEST	S WALLACE	R HEYNIKE	
	22	S CHAND	A FLETCHER	P THORPE	
	23	S FOREMAN	I WOODFIELD	P THORPE	
	28	B GAMBARO	I BURR	R CARSWELL	PBT
	29	B HINDS	R BURNS	P EICHLER	LP
Nov	4	K JASICA	P THORPE	R HEYNIKE	LP
	5	I KHRIPUNOV	L PAGE	D BELCHER	RB
	11	D MCGOWAN	S WALLACE	G CABRE	RB/LP
	12	R MCMILLAN	A FLETCHER	P THORPE	RB
	18	N VYLE	I WOODFIELD	R CARSWELL	
	19	K BHASYAM	R BURNS	P EICHLER	
	25	I O'KEEFE	P THORPE	R HEYNIKE	PBT
	26	T O'ROURKE	L PAGE	D BELCHER	RB

Dec	2	T PRENTICE	I BURR	G CABRE	
	3	R WHITBY	S WALLACE	P THORPE	
	9	R BAGCHI	A FLETCHER	R CARSWELL	
	10	C BEST	I WOODFIELD	D BELCHER	
	16	S CHAND	R BURNS	R HEYNIKE	
	17	S FOREMAN	P THORPE	D BELCHER	