

# WARM AIR 9<sup>th</sup> & 10<sup>th</sup> September 2023

Aviation Sports Club Gliding Newsletter

## THIS WEEKEND:

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Bank Acct 38-9014-0625483-000

Saturday Sept 9	Instructing: Towing: Duty Pilot	A Fletcher P Thorpe B Hinds
Sunday Sept 10	Instructing: Towing: Duty Pilot	R Burns G Cabre T O'Rourke

## MEMBERS NEWS

### *In this edition of Warm Air*

*Weekend Reports – Some soaring was had. Even the Turbo Lads dusted off their mighty winged machines.*

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

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## Club News

NF became unserviceable last Saturday. However, the maintenance elves have done their magic and she is ready to soar this weekend.

Welcome to Larsen Farrell who has joined us and already getting his hands dirty.

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## Weekend Reports

### 2<sup>nd</sup> Sept Saturday – Duty Instructor Peter Thorpe Reports on boisterous skies

Ray was flying the Grob motor glider with cadets so the field was open when I arrived at 0915 – early for me and there was nobody else there. Shortly after tow pilot Ruan arrived as did duty pilot Steve Foreman and the usual regulars like Roy, Neville, Jonathan and Tony.

New guy Larsen Farrell was keen to fly so we set to getting organised for a 08 day. I filled the tractor containers, DI-ed NF and then we trekked to the other end. There was a brisk NE wind on the ground and about 30kts at 2000ft and not a lot of lift producing cloud to be seen. Jonathan and I launched at just on midday for a lively aerotow to 2000ft and with no lift to be found were back on the ground in 14 minutes. I gave poor Jonathan a hard time about staying in position on tow and needing to focus on the towplane and not looking around so much and then launched with Larsen. As he is still new to gliding, I flew the take off and tow and found to my consternation that it was so rough I had a great deal of trouble keeping position behind the towplane. After landing I had to then make a grovelling apology to Jonathan. Larsen and I did some turns and stalling and on a second flight more stalling and steep turns and half the aerotow. Even in rough conditions he was able to keep in position, so he is rapidly converting his power flying experience to gliding. Tony took a flight in BD and also managed 14 minutes while the best Ray could manage in the motor glider was 18 minutes. A second flight with Jonathan to just 1000ft was spoiled by my verbal coaching to hold off the landing which caused us to meet mother earth somewhat more abruptly than I had intended. 😊. Not my best instructing day.

No one else wanted to fly, which was just as well as the mainwheel in NF was making a terrible noise during t/o and landing which I suspected was a bad wheel bearing. The wheel brake was also binding which confused the fault diagnosis, so we decided to retire to the hangar for some fault finding. Removing the brake calliper confirmed the bearing was noisy so then the wheel had to come off. Should be easy said the maintenance manual – not so in real life. Senior citizen Neville and new member Larsen spent quite some time lying on the cold gravel hangar floor trying to remove the corroded axle shaft. Eventually they were successful and revealed a rusty tapered roller bearing so I made a phone call to Craig Best asking if he could work some magic before next weekend. He said he would look at it on Sunday, so we packed up and went home. Thus, no flying on Sunday since NF blocked the hangar – the weather was no good anyway.



**3<sup>rd</sup> Sept Sunday – Duty Instructor had a sleep in, as there was no flying**

## Madame Ascendance

*Our Alex who has recently relocated to France and immersing himself in the language and culture has got to go soaring. And more importantly learnt how the French use their suave smooth moves to Thermal.*



Bonjour from Southern France! I'd like to share a fantastic thermalling tip I got from one of my French instructors, Jacques. He noticed that I had a habit of taking thermals a bit too eagerly and always turned a bit too early after seeing a spiking vario.

He gave me a VERY French analogy to help think about what I should do. When I heard this explained to me I burst out laughing, but it's no joke cause it bloody works!

He said *when you are interested in a lady, you don't make out with her the second you see a bit of interest. There's a better way.*

*A rising airmass is like a lady. Her name is Madame Ascendance. When she lifts one of your wings, she's subtly hitting on you. There's potential...*

*You turn slightly in her direction to see what's up. You "lean on" the airmass/caress Madame Ascendance. Speed is slowed down and wings level. And you wait.*

*If nothing materialises then she never really was interested in you anyways--move on. But if she's interested, then you'll feel the glider being pushed up.*

*The vario is gradually getting better and better. It's so tempting to turn now BUT YOU STAY PATIENT AND COUNT TO THREE. 1. 2. 3.*

*Now that her love for you is undeniable (i.e. you're in the core) you snap into the turn embracing Madame Ascendance as she takes you higher and higher.*



*I think the training syllabus might require an update after that. Take care good friend and we look forward to hearing more of your soaring adventures in France.*

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## Duty Roster For Jul, Aug, Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot
<b>Sep</b>	<b>9</b>	<b>B HINDS</b>	<b>A FLETCHER</b>	<b>P THORPE</b>
	<b>10</b>	<b>T O'ROURKE</b>	<b>R BURNS</b>	<b>G CABRE</b>
	16	I KHRIPUNOV	S WALLACE	R HEYNIKE
	17	N VYLE	A FLETCHER	G CABRE
	23	R MCMILLAN	P THORPE	G CABRE
	24	D MCGOWAN	R BURNS	P EICHLER