

# WARM AIR 23-24 Mar 2024

Aviation Sports Club Gliding Newsletter

## THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday 23 Mar	Instructing: Towing: Duty Pilot	I Burr R Heynike K Jasica
Sunday 24 Mar	Instructing: Towing: Duty Pilot	I Woodfield R Carswell I Khripunov

## MEMBERS NEWS

### *In this edition of Warm Air*

*Club News*

*Weekend Reports*

*Roster*

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

---

## Club News

### *Gliding this Saturday*

We believe Gliding can take place this Saturday. Should plans change we will try to inform members as soon as possible.

### **Remember the New Roster**

See the new duty roster for April, May & June.

### **Duty Pilot Swap 6<sup>th</sup> April**

Phil Scarborough is seeking a Duty Pilot Swap. If someone can swap for another weekend, he would be grateful. Please contact Warm Air or Phil directly if you can help.

**Lost & Found Department** – Are the following yours. Left in the caravan.



---

# Weekend Reports

## Duty Instructor Andrew Fletcher reports for Saturday Mar 16

Saturday morning began in the usual way with breakfast at Puriri with Ray, the forecast was for a brisk wind from the South. This produced a good cross wind on runway 26, the hangar was opened, relevant gliders brought out and DI's completed.

There were very few people around to fly probably because of the wind, my first launch was with Phil Scarborough, the intention was to release at 1000 feet for a circuit, however after release we contacted lift and climbed to 2500 feet. Not bad for the given forecast, it didn't take long to be back at circuit altitude. Circuit and landing flown with a decent cross wind and wind gradient short final.

There was only one other to go, Kazik, we launched to 2000 feet and immediately contacted lift and climbed to 3500 feet. I contacted the Tower to open the upper class G airspace so that we could continue. It didn't take long to reach 4500 feet. We tried a few other thermals, it all seemed to be working so we set heading North towards North Shore. There was a nice cloud street to follow, Kazik mentioned that he was feeling uncomfortable 15km from home at 3500 feet. So with that in mind I took control and climbed to just over 4000 feet. I suggested we play a game, the least altitude used to get home would be the winner.

I set off for my turn flying under every scrap of cloud, pulling up in the good bits, 200 feet lost for me. Control handed back to Kazik we went back to North Shore, Kazik's turn, he had been watching me, he made a good effort, only 4 or 500 lost, nice one Kazik, we finished off with lazy eights, flight time around 2.5 hours.

## Duty Instructor Ray Burns reports for Sunday Mar 17

The day started not very exciting with about 7 octa cloud cover, coolish and no wind but a forecast for a light southerly during the day. By the time we got flying the wind had not picked up and the overcast was starting to be replaced with some cumulus. Rain on the "waitaks" loomed large but never really hit us.

Marley started the day with a couple of circuits in NF to complete the requirements for single seat conversion. He and Ben extracted VF, got it prepped and ready to go. A session with the flight manual followed by a briefing from yours truly and off he charged. Congrats Marley.

Catherine and Serena flew next, making steady progress. A trial flight was next. This was followed by a few BFR flights with Kazik. Gaelle had another go at aerotows and landing. All good fun. Jonathan completed the day in the twin.

At the end of the day Ben took VF for a late afternoon flight and scored the best conditions of the day and a flight just over the hour. Well done Ben.

12 launches for the day. Thanks to Paul for towing and to the team (but mainly Craig!) for keeping the books.



Well Done Marley ---- A Salute to you.



*From one Top Gun to another that feeling of leaving that instructor behind and being in your own aircraft, on your own, doing your thing is MAGIC.....*

# Tow Out Gear Accidents – A great reminder for all.

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

*Editors Note: Even when taking precautions tow out gear accidents happen. A report from this accident pictured above. " I heard a metallic sound and saw a wing lift in the rearview mirror, so stopped the pickup. Immediately its left-wing smashed against the tailgate while the tail went swiftly past the driver-side window and slammed into the front fender. Putting this together analytically, a powerful whirlwind (dust devil, if there had been dust) had pounced. The tail dolly had been split at the hinges, releasing the glider to be driven forward."*

I should start with a disclaimer. I run Yankee Composites a repair station, specializing in composite sailplanes. I also am the US Representative for Schempp-Hirth. The disclaimer is if you don't follow this advice I can help you purchase your new glider or help you fix your broken one.

## **SLOW THE F&K DOWN**

If you can't walk along the side of your car while towing, you are going too fast. If your windows are up with the radio on, you probably are not paying attention to what is going on outside.



Tow out gear is very convenient you do not have to walk your wing like it is 1960. It is also great job security for me. I have yet to be at a contest where something was not damaged by the tow out gear. This damage not limited to, split elevators, split rudders, removed rudders, aileron damage, runway lights plucked from the ground, corporate jets grounded, hangers scratched (the winglet suffered worse), broken rear windows.

## **Treat it like you mean it**

Your 40 yr old glider that you inspect every year, you keep in a hanger and never leave it outside, is well taken care of. I have written in the past about neglecting your trailer. But I have never mentioned the tow out gear you leave out in the rain and sun when you fly, toss into the back of the car when not using, drop in the ground when you remove from the glider, you know those three pieces you do not treat as well as your glider.

You somehow imagine that those Home Depot latches and hinges riveted through a few layers of glass are going to perform miracles and stay together all these years? When a hinge is held in by 3 rivets and 2 are clearly loose, you are playing on borrowed time. You are towing your \$260,000 glider hoping that 6 rivets don't snatch right out.

Pay attention to where you are going. Drive with windows down, paying attention in the mirrors, remember your car might be 2 meters wide, but the glider behind you is 15 meters. Even after the driver asked me "Are we clear?" I looked out the window and said "Yes", we still hit a post. I still have nightmares of that fateful drive. (editors note: I still have the FAI SGP flag from that post you hit as a souvenir.)

The land speed record was an ASG29 in Finland full of water approaching 30mph. The entire grid watched in anticipation. It was uneventful this time but would have been epic.



## **WIND**

There is nothing sexier than the Concordia towing out to the grid with its 2 wing wheels. Those of us that don't want two wing wheels many times hang a gallon of water or a parachute on the tip to help keep the weight on that wing wheel.

There is a lot of surface area. One taxiway you might have a crosswind from the left holding the wing wheel on the ground the next might be trying to lift it up. This is bad. Now the glider is leaning over and dragging on that wing. Putting a lot of side load on the tail dolly and those 6 rivets.

## **Brakes**

Slamming on the brakes puts all that side load and now all the rolling mass and moves it forward. Something might give, and the glider tail goes crashing into the car. Composite gliders are strong but they are not built for impacts on the control surface backwards...

As you see the wing rotating slow down you can stop before it hits the ground. This should be easy because you are only going at a walking pace.

Thanks for your time, everyone! Your new tow out gear is available from Wings and Wheels, and your expensive repair (Closely followed by new tow out gear) is available from Yankee Composites!

*What topic do you want to see in an upcoming newsletter? Email us [sales@wingsandwheels.com](mailto: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.

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

## Duty Roster For Jan, Feb, Mar

Month	Date	Duty Pilot	Instructor	Tow Pilot
Mar	23	K JASICA	I BURR	R HEYNIKE
	24	I KHRIPUNOV	I WOODFIELD	R CARSWELL

## New Roster

## Duty Roster For Apr, May, Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot
Easter	29	F FOX	S WALLACE	P THORPE
	30	C HAYWARD- SLATTERY	A FLETCHER	D BELCHER
	31	A JAVAREMI	I BURR	R CARSWELL
	1	M KUYS	I WOODFIELD	D BELCHER
	6	P SCARBOROUGH	P THORPE	R HEYNIKE
	7	M Weyna	L PAGE	P EICHLER
	13	D MCGOWAN	S WALLACE	R BURNS
	14	K BHASHYAM	A FLETCHER	G CABRE
	20	I O'KEEFE	A FLETCHER	G CABRE
	21	T O'ROURKE	I BURR	D BELCHER
Anzac Day	25	T PRENTICE	I WOODFIELD	R BURNS
	27	C BEST	L PAGE	R HEYNIKE
	28	S CHAND	S WALLACE	G CABRE
May	4	S FOREMAN	P THORPE	R CARSWELL
	5	B GAMBARO	A FLETCHER	R BURNS
	11	B HINDS	R BURNS	P THORPE
	12	K JASICA	I BURR	R HEYNIKE

	18	I KHRIPUNOV	I WOODFIELD	R BURNS
	19	F FOX	L PAGE	P EICHLER
	25	C HAYWARD-SLATTERY	S WALLACE	R CARSWELL
	26	A JAVAREMI	I BURR	R BURNS
Kings Birthday	1	M KUYS	R BURNS	G CABRE
	2	P SCARBOROUGH	I BURR	P THORPE
	3	M Weyna	I WOODFIELD	R HEYNIKE
	8	D MCGOWAN	L PAGE	R BURNS
	9	K BHASHYAM	P THORPE	P EICHLER
	15	I O'KEEFE	S WALLACE	R CARSWELL
	16	T O'ROURKE	R BURNS	D BELCHER
	22	T PRENTICE	I WOODFIELD	R HEYNIKE
	23	C BEST	L PAGE	G CABRE
Matariki	28	S CHAND	S WALLACE	G CABRE
	29	S FOREMAN	R BURNS	R CARSWELL
	30	B GAMBARO	I WOODFIELD	D BELCHER