

# WARM AIR 1 Jun 13

## Aviation Sports Club Gliding Newsletter

**THIS WEEKEND:** Club Cellphone 021 745 433 [www.ascgliding.org](http://www.ascgliding.org)

Saturday. Instructing: Rex Carswell

Towing: Graham Lake

Duty Pilot: Genny Healey

Saturday. Instructing: Peter Thorpe

Towing: Craig Rook

Duty Pilot: Ben Hocking

Monday. Instructing: Steve Wallace

Towing: Peter Thorpe

Duty Pilot: Ben Mawhinney

### SUNDAY YOUTH GLIDE EARLY START 0830 PLEASE MEMBERS NEWS

**SATURDAY** *Instructor Ray Burns starts...and stops real soon...no staying power*



RB I arrived. Rex didn't. Tony arrived. Rex didn't. David arrived. Rex didn't. Roy arrived. Rex didn't. The rain arrived. Rex didn't. - Rex was right. - We all went home.

But at least we (well Roy to be precise - the rest of us provided moral support) got the Hazchem signs up and fixed the mirror on the tractor so that it is no longer floppy.

My challenge from Roy was to spin this out to a full page of A4. Clearly I failed. (Yep)

**SUNDAY** *Instructor Ivor Woodfield does a much better job than Burns*

The forecast for Sunday had not looked good, and sure enough the rain was hammering down when I first looked out in the morning. None the less I decided I would at least get ready and head over to the base in case anyone wanted to be let in for anything. By the time I came to leave home things were looking better however and by the time I was in base ops we had a very light breeze favouring 26, and a blue looking sky with grey clouds. I arrived at the gate a little before 9.30 to find Steve Foreman already waiting. He two had seen the strong weather forecast, but unlike me, had interpreted it as a 300 Km coast day, so was psyched up and ready to go. Sadly we still only had about 5 knots, although the direction was good.

We opened up, and by the time we were ready to deploy out onto the field the wind had got up to around 10 knots, and Jonathan and Tony had also turned up to fly. We set up on 26 with a steady breeze slightly south of the strip, and were airborne by around midday. First flight of the day was Karl Bridges, back with membership forms in hand for the 3rd flight of his trial flight set. We did some basic manoeuvring and talked through the effect of the slight crosswind, but found no lift at all and were soon back on the ground. Next flight was with Tony, who managed to scrape a decent 32 minutes out of some extremely meagre lift, and then demonstrate a really good circuit and landing.

By this time Steve F had talked with Steve Wallace, and the decision was that the wind was not going to get above 15 knots, despite the earlier forecast, so the 300K was not going to be on. So he went up for a very short flight in MP instead.

During the day we had a couple of back seat refreshers, Roy and Steve continued to try and keep MP in the air for as long as possible, and both Ben and Grant from the Youth Glide group demonstrated the good progress they are making. While up with Ben we heard Base Ops come on the radio to announce that the main runway had been closed due to a model aircraft crash. A little later they updated the news to say the runway would be out of action for at least an hour! It turned out that the model that failed, which was a very big one, had failed in such a way that one wing had come away but not fully detached, meaning they were not able to glide it down as



would be the case with most failure. The plane had spun in to pretty much the centre of the runway, spreading debris far and wide. Fortunately the large fuel tank had not ruptured, meaning that the runway was serviceable once the van load of pieces had been collected up. Apparently they had not been able to insure the model, and it had been due to compete in the US later in the year, so a sad and very expensive day for the owner.

The day continued with Ray taking two PAX flights, an excited and very appreciative mother and daughter, Vanessa and Erin, both of whom seemed keen to come back for more. The final

flight of the day was a Jonathan/Steve combo, with that flight landing around 5pm. All in all a good day's flying together with some great story telling around the caravan. A total of 13 flights.

## OUR BANK ACCOUNT

We have changed our bank account from ASB to Kiwibank cos we get internet banking facilities and still incur little or no fees. The Kiwibank account number is 38-9014-0625483-00.

## WORKING BEE

We are planning a working bee, the last hangar doors and making a start on hangar lights. Sat 1 June at 0830. Some tall ladders would be useful if available.

## YOUTH GLIDE

We have Youth Glide this Sunday. (*1<sup>st</sup> Sunday of the month and yes I do know its Queens Birthday weekend but Ray insisted*). Early Start please 0830 and can we please have some helpers.

**PARACHUTE TRAINING**      *We were lucky enough to be able to get a Parachute ground course taken by experienced Parachutist, Severn Smith. Our Jonathan Pote took notes:*

On Wednesday eight fortunate members joined Severn Smith at PTSU for an excellent two-hour session of training. He covered a very comprehensive syllabus in detail too great to record here but I will try to outline the salient points.

Firstly 'pre-flight' your parachute as if your life depended on it. It may, and that is the only reason you are wearing it. Firstly the repacking date. This not only tells you when it is due to be packed, but also when it was last packed. The longer ago that is, the more chance of a defect. Do it systematically, with the parachute itself as your crib. Open the Velcro to check the pins are not only inserted but would pull free easily when it matters. Tuck away any loose material or it may snag. Make sure there is no chemical contamination (oil and urine are both possible) and that it has been stored in a dry place. Check the swage on the rip-cord handle. If the handle comes free, you are dead.

Fully satisfied it is serviceable (with a more experienced person helping you if needed) then put it on. The time the harness needs to be correctly fitted is when the parachute opens (which it does with considerable force). This is not a lot between too tight for comfort and too loose for safety, but there is a compromise degree of tightness. Remember that when it opens, the pack decompresses and the straps will loosen a little. Route the belly strap correctly. The Velcro is there merely to tidy up the loose end, not secure it. Make sure it is correctly routed through the buckle and will tighten under strain. Tuck away loose strap ends as these can potentially snag in the cockpit as you try to exit in a hurry. Worse still, if you include one in your vice-like grip on the handle, you will not be able to pull it far enough! Just once, get someone to try and pull the parachute off over your head to check the harness is tight enough. The green parachute is a worse offender here, and you may be surprised how easily it comes off. There is no problem with clipping the PLB into the chest strap and it is no use left in the glider.

Baling out. You have just one chance to get it right. At 1000', the lowest realistic height to try, you will hit the ground ten seconds later if the canopy has not opened. Once the parachute is open, you will have about thirty seconds from 1000'.

How you get out is your problem, and not even RNZAF pilots are taught a definite method. It is VERY good practice to treat every time you get out of a glider on the ground as a practice bail out. It will be harder, as the canopy is still on and there is no adrenaline explosion, but you can become familiar with bringing your legs back, pushing up on the cockpit sills, and exiting smoothly, realising how the wing gets in the way. You will also learn not to sub-consciously undo the parachute harness as well as the restraining harness. This has been done by professional pilots who then fell to their death and in the RAF it is mandatory to exit light trainers still wearing your parachute to drum this in.

What to do once you are out was the purpose of our training session. Once out you WILL tumble, so roll into a ball as you find the handle and pull it immediately. Any delay rapidly uses up your height and increases the speed (and thus force) at which the canopy opens. Remember **LOOK GRIP PULL** (actually it is a push away from you). The grip includes both hands with at least one thumb through the handle. It must not include a loose leg strap end blown up by the slipstream. You should have "everything together" as the saying goes - be rolled up in a ball as you go out. Emergency parachutes open faster than sports versions for obvious reasons and a straight or arched back can be - and has - been broken by incorrect posture. Flailing limbs can tangle in lines, so 'small is beautiful'. Any loose fitting clothes or strap ends will blow in the slipstream and be a problem. The PLB might hit you on the chin, but at least you have it with you. The pilot chute is spring loaded for faster deployment but even so may go between your legs as you tumble. Do not let go of the handle - you may have to pull it again.

Having said all that, it is not nearly as simple as it may seem. Experience shows that the successful bale-out rate is far below 100%, and the culprit is the canopy. Sadly, it does not come away cleanly or predictably, side-hinged canopies being worse than front-hinged examples. Since the 1980s, DG and LS sailplanes have been fitted with Roeger Hooks which help considerably. If you want to

maximise your chances, read the article below. Follow the link at the bottom to a very good summary "Parachute prepared?" as well.

<http://www.dg-flugzeugbau.de/roegerhaken-e.html>

The Descent. The most important factor is your height. This may seem pretty obvious, but the reason to emphasise this is that for the last thousand feet or so you must concentrate on a proper landing stance to the exclusion of all else. Again, experienced jumpers have been hurt by being distracted and landing unexpectedly. Steering can be complex and varies with canopy type. If you own a parachute, then see it repacked and discuss steering and other details with the chap doing it. If you use a club parachute, then probably all you can do is experiment if you have time. DO NOT attempt to steer an improperly deployed canopy and do not forget to get ready for the landing in very good time. If the canopy forms two lobes because some lines are over the top of it, pulling on the lines to the smaller lobe might help, but again landing takes precedence. Landing with you back arched as you look up at the canopy would be a disaster.

The Landing. You MUST BE READY for this in good time. Forget about steering from about a thousand feet up. If collision with a building or whatever looms, DO NOT TRY TO FEND OFF. Pull in your arms, bend your neck and make a ball of your upper body. Yes it will hurt, but less than if you try to fend off.

Ideally you should drift into wind but face or twist your feet crosswind, legs slightly bent and feet not flexed down. Your back should be slightly bent with the chin down a little. Elbows should be locked in so you are as compact as possible. Make the impact roll you over onto your side (we were able to practice this on soft mats, but the ground is too unforgiving for practice except for a jump off a low platform to get the leg bend correct, but not rolling over). If being dragged, and 10 - 15 knots will do that, grasp a big handful of rigging lines and haul them in to collapse the canopy.

Landing in water is a problem but not a disaster. Release the harness as soon as you are in the water (height judgement over water is tricky. Some harnesses have quick release clips on the risers so know your parachute). Do not struggle as you will get entangled. You can breathe through a canopy if you raise a bit above your head, so systematically get yourself free from underneath it (any wind will almost certainly prevent the canopy settling over you). A parachute is in no way a buoyancy aid, but equally does not drag you down. If flying near or over extensive water you should have a life jacket on.

To lock this into your memory, do you know a bit about

- Inspection
- Fitting
- Time verses altitude
- Bailing out and canopy deployment
- Canopy control
- Landing
- Canopy Problems
- Landing emergencies (trees, wires, buildings)
- Wind and water

FINALLY, take heart. Knowing a little and obeying the basic rules actually results in a lower injury rate than thinking you know a bit and trying to do too much.

*WARM AIR*

*I found this quite funny, recognized most of it, done some of it*

<http://www.mausersandmuffins.blogspot.co.nz/2010/12/things-women-will-never-understand.html>

**ROSTER BELOW**

**DUTY ROSTER FOR MAY, JUNE, JULY 2013 final**

Month	Date	Time	Duty Pilot	Instructor	Tow Pilot	Events
MAY	4	am pm	T Printice -	P Thorpe -	R Carswell -	
	5	am pm	K Bhashyam -	D Todd -	G Lake -	YOUTH GLIDE
	11	am pm	K Boyes -	P Coveney -	C Rook -	
	12	am pm	S Foreman -	S Wallace -	R Carswell -	
	18	am pm	D Foxcroft -	I Woodfield -	P Thorpe -	
	19	am pm	N Graves -	L Page -	M Oliver -	5 SQN ATC
	25	am pm	D Grey -	R Burns -	R Carswell -	
	26	am pm	C Hall -	I Woodfield -	R Bookes -	
JUNE	1	am pm	G Healey	R Carswell	G Lake	
	2	am pm	B Hocking	P Thorpe	C Rook	YOUTH GLIDE
QUEENS BIRTHDAY	3	am pm	B Mawhinney	S Wallace	P Thorpe	
	8	am pm	E McPherson	P Coveney	M Oliver	
	9	am pm	I O'Keefe	D Todd	G Lake	5 SQN ATC
	15	am pm	T O'Rourke	L Page	R Carswell	
	16	am pm	K Pillai	R Burns	R Brookes	
	22	am pm	R Pitt	R Carswell	C Rook	
	23	am pm	J Pote	P Thorpe	M Oliver	
	29	am pm	M Belcher	S Wallace	P Thorpe	
	30	am pm	G Rosenfeldt	R Burns	R Brookes	
JULY	6	am pm	J Rosenfeldt	P Coveney	R Carswell	
	7	am pm	R Struyck	I Woodfield	G Lake	YOUTH GLIDE
	13	am pm	R Thomson	L Page	C Rook	
	14	am pm	M Belcher	D Todd	M Oliver	
	20	am pm	K Bhashyam	R Carswell	P Thorpe	
	21	am pm	K Boyes	S Wallace	R Brookes	5 SQN ATC
	27	am pm	S Foreman	P Thorpe	G Lake	
	28	am pm	D Foxcroft	R Burns	R Carswell	

