

# WARM AIR 18 May 13

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 021 745 433 <a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday.	Instructing: Ivor Woodfield Towing: Peter Thorpe Duty Pilot: Dave Foxcroft
Sunday.	Instructing: Lionel Page Towing: Marc Oliver Duty Pilot: Nathan Graves

### SUNDAY WE HAVE 5 SQN ATC..EARLY START AND SOME HELPERS PLEASE MEMBERS NEWS

**SATURDAY** *Peter Coveney has been away for a while...he's baaack...*

Seeing as my BFR was well and truly expired I had asked our CFI if he could come out around 10am to get myself legal again. After showing off my new medical and answering a few questions we were off up to 2500 for the obligatory spin. MW doesn't tend to spin all that well even with full forward trim and initiating to the left. We did manage to get about 3/4 of a turn before it turned into a sort of spiral dive. We demoed teaching a basic stall and then as usual Peter concocted one his trademark unusual situations for me from which to extricate myself. This resulted in some spectacular low level steep turns due to my first turn from 1000 ft with airbrakes out being a bad choice. However I somehow managed to get in a crude figure of eight circuit to land back in front of the caravan (after Peter gave me back my airbrakes I might add). After that we did one more very short flight that ended when Peter pulled the release at 300 feet. A brisk turn to the left had me pointing back at the airfield for an uneventful downwind landing.

So now that I was authorised to teach gliding again I had two students raring to go in Kit Boyes (Base Medical Officer) and Richard Pitt. It was Kit's first lesson so we just covered primary effect of controls and circuit planning. With Richard it was evident he was further along in his training so we looked at stalling and then he flew the circuit and landing. A second flight covered steep turns. Very good aerotow I might add Richard.

Also wanting to fly MW were Tony Prentice, Jonothan Pote, Genny Healy and David Grey. I did a quick check flight with Jonathan who flew very well and sent Tony Prentice and David Grey off on their own in very calm conditions devoid of any lift. Genny Healey is getting most of her stuff signed off and has only a few syllabus items left so I asked Neville Swan to do a couple of flights with her as she is had flown quite a bit with him. That seemed to go well and ended with the last flight of the day which wasn't really as it was the old low power on take-off item.

Thanks to Craig Rook for some great tows and apologies for spraying you with fuel from the funnel as we finished topping the tanks on RDW.

*Speaking of Craig, I suppose we had better let him have a turn, especially since we got more than the usual "I turned up late, towed a bit and went home". A great day for gliding, umm, towing I mean, blue skies, few high clouds and no lift, perfect.*

With the wind from the south east, most of us headed down to 08 to set up, glider MW check, tow plane check, & lots of people standing about waiting for Peter C to arrive with the caravan. It seemed like forever as MP snaked its way behind the caravan all the way along 26, in second gear was it PC? The first flight was away at about 11:40 with Peter Coveney getting his BFR by Peter Thorpe followed by a 2<sup>nd</sup> flight with a simulated rope break shortly after take off. I guess that's what PT meant by hollering out to me as I climbed into RDW "make it a short one"

With PC now current, Jonathan Pote was next up with a 1000 ft tow, followed by Tony P on his own, then Richard Pitt 2 flights, and new face Kit Boyes all going up to 2000 ft for 12 to 16 minute flights. Steve Foreman attached his new toy to the wing of MP and another GoPro camera on the inside of the canopy and did a couple of flights, so we hope to see some footage of this soon. David Grey also took MP up for a 16 minute flight. Early afternoon Neville noticed a BMW pull into the car park and excitedly said "it must be Genny, I hope she has brought some cake" No cake was forthcoming but Neville agreed to take Genny up for two flights achieving the longest flight of the day at 21 minutes. Genny finished off the day at 1630 with a slow acceleration take off, when they bunged off the tow plane sure lurches forward with gusto, unlike the Cessna. 12 Flights for the day & all packed up just on 1700 for a beer.

### **SUNDAY** *Instructor Steve Wallace does the honours*

The forecast for the day was blue skies and a cool 10kt South Easterly dying back to light and variable late in the afternoon. Having sorted the Mothers Day obligations the night before I was clear for an early arrival and had the hangar doors open by 9am. First take off was not until 1204pm though as with no students initially nobody was in a particular hurry and the gliders, etc were moved to the 08 end in a leisurely fashion with much enjoyment of the sunshine. Tony Prentice having done his apprenticeship in the twin was ready for his first solo in VF. After a thorough briefing and strapping in with much canopy opening and closing to get everything just right he was even privileged enough to be taxied to the launch point while strapped in. Tony was reminded however that this was definitely a one time thing. There was then a brief pause as the 0830am departing C-130 actually departed. Then it was up and away with a perfect takeoff and landing and congratulations to Tony on his first flight in a single seater. Next up was a trial flighter Karl who seemed to enjoy his flight very much and we hope will be back for more. The day then ticked along nicely with a further ten flights in VF, MP and MW by Jonathon Pote, Ian O'Keefe, Steve Foreman, Roy Whitby, Kishan Bhashyam and Neville Swan. Longest of the bunch was Steve Foreman at 27 minutes showing that despite being nice and fine the subsiding air from the big 1030HPa high was putting a solid stable lid on any thermal activity. Last for the day was Genny Healey who has only one exercise left, bounce recovery, to get signed off in her A Cert. She didn't quite get this signed off but did display a high enough standard of flying that the instructor was happy to send her solo. Congratulations and well done Genny, persistence and determination paid dividends with a well executed solo flight. Landing just 11 mins before official sunset the gliders, media scrum and thirsty hangers on all retired to the hangar for the obligatory shout under lights. Thanks Genny. So 15 flights all up, beautifully sunny weather and some great achievements made for an excellent day of gliding fun.

### **SHE HAS DONE IT**

Genny Healey got her break on Sunday, Steve Wallace got out and let her go by herself. Solo. Check out these before and after photos.



**COLLISION AVOIDANCE: THE SEMINAR AT NORTH SHORE AERO CLUB 8 MAY 13** *Jonathan Pote attended and filed this report.*

The CAA safety seminar this year is on collision avoidance. Whilst a lot of the material is not relevant to gliding, much was. It was also very sobering to watch a video taken by a passenger from the cockpit of a Cessna single out of Milford Sound in poor weather. He filmed another Cessna single slowly converge and collide with them, complete with the sound of impact. His pilot made it back to the strip barely under control but six in the other aircraft died.

So what were the points? Firstly that most collisions occur in good VMC; poor visibility is not often a factor. Most also occur at choke points, so we need to be very especially careful as we rejoin, and also when we all make for a promising area of lift. The west coast is another place of several 'air prox's even although the powered chaps have different height bands for North and South.

Experience is no barrier to colliding; several involved multi-thousand hour pilots. Instructional flying often means two pilots having less lookout than a single pilot. Again, there was a sobering video of an instructor telling how she had to take control from her (CPL) student at the last moment to avoid colliding head on with a Tiger Moth. Still in control and berating her student, she very nearly hit the next Tiger Moth of a loose formation. As an aside, Piako Gliding Club at Matamata are having increasing problems with much increased commercial training aircraft from Hamilton, now seven days a week.

The ways to minimise the risk are

- Firstly of course to keep your eyes outside the cockpit and have a good scan, which involves moving the whole upper body, not just the head. Scan the most important areas (ahead, into the turn, below the intended spin etc) using two seconds per twenty degree sector. Most collisions are with an aircraft within a sixty degree cone ahead of your flight path, but not all. Remember "constant angle, constant danger".

- Secondly, keep up your situational awareness, which involves more than just translating radio transmissions into a three dimensional picture of your surroundings. One suggested framework is

"What was", "What is" and therefore "What might be", or "gather, understand, and think ahead".

- Help others to keep up their SA by giving correct transmissions: Who are you addressing, Who are you, Where are you, What are your intentions. Remember that if you do not see him, it is very helpful if he sees you!

Finally (and this includes colliding with the ground) never give up. Unless of course you can use a parachute, continue to try and control your glider however serious things seem. Many aircraft very badly damaged in a collision have made 'semi-controlled arrivals' with minimal injury.

## **PARACHUTE TRAINING**

We are aiming for a ground course on Parachute fitting and use Wed 22 May. Can you please let *Warm Air* know if you intend to come to this. Venue TBA.

## **WORKING BEE**

We are planning a working bee, the last hangar doors and making a start on hangar lights. Sat 1 June at 0830.

*WARM AIR*



**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	