

WARM AIR 1 Sep 18

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Graham Lake

Duty Pilot: TBA

Sunday

Instructing: Ivor Woodfield

Towing: Derry Belcher

Duty Pilot Isabel Burr

MEMBERS NEWS

SATURDAY Instructor Ray Burns writes a fulsome report.

No flying on Saturday.

Are you not pleased Ray explained why. The 30 knots of wind had something to do with it as well as the rain sweeping in. Warm Air went sailing, had a nice day enlivened with a Chinese Gybe, an hour glassed spinnaker (that came out with quite a bit of persuasion), a broken kicker and a broken Cunningham, (both fixed underway). Third on handicap. We finished the day with a wee debrief of the crew.



SUNDAY Instructor Lionel Page explains

Was working on my trailer and failed to notice the time. Needless to say - I arrived to find a good group of people waiting patiently for me. - My apologies.

The weather was not looking very flash, however David Todd and his "new" glider BZ were out and wanting to fly. Brendan

Moore also wanted to progress his B Cert.

A follow up text to towie Fletcher McKenzie was done and in no short order he arrived.

As the weather had not really improved and David was still figuring out the process of rigging, it was some time before we finally had an aircraft on the vector.



First flight as David in GBZ with lots of spectators watching. Those long wings certainly looked good. David did a second flight, while I caught a lift in RDW - at least I would get some flying in. Brendan then decided to try some sideslipping and joining variations. At 1,500ft just before release, the tower came on duty for a Hercules departure, so we canned the joining variation and just did some sideslipping.

Once we landed we thought that David was going to do another flight but he decided to call it a day.

That was all the flights for the day - all pack up by 14:30. Too early for a cool one - so everyone left to gain extra brownie points at home.

Thanks to all the normal stalwarts - Roy Whitby, Neville Swan, Jonathan Pote and Tony Prentice for getting and keeping the show running. Thanks also the Brendan Moore for DI'ing GMW and our friendly neighbour that popped over to have a look and take a flight (which unfortunately did not happen.) Oh... and Fletcher for the flight and towing. Apologies if I missed anyone. Ray Burns, his CFI'ness did pop out for a short while to get some paperwork off me and generally keep an eye on things.

Towie Fletcher Mckenzie's version.....

Looking at the weather, knowing it was a Sunday and knowing the weather was not the best. I txted Lionel, he said Dave may be keen for a few tows but a few hours before he rigged. I got my girls ready and thought when driving out to the airfield there will be not many, tows today. Upon arriving, I found several cars parked and the caravan out of the hanger - a big group was helping Dave build his new glider - GBZ, the sky was very hazy. So I had a chat and after around 40 minutes I walked



towards the yellow tug RDW. I read through my notes, followed by a detailed pre flight inspection. After thinking Dave maybe longer, suddenly they were in fact ready - so I started and taxing I parked RDW in front of GBZ and Brendan did my tow rope checks.



At 12:04pm I had my first tow. We planned the up tow to 2000' - upon hitting 2000' we still had vis in the haze and Dave asked to go to 2500 feet. Upon landing and then checking my tow rope, I found the first and only knot of the day.



After around 30 mins Dave came back down to make a few adjustments. We went up again. 2500 feet. Observed a helicopter cutting the corner and had the club's 172 and Tomahawk bussing around.

Then the tower came on, just to make it more fun. Towing in a military control zone. Brendan and Lionel went up in MW and was towed to 1500' for a quick flight.

No lift was observed with plenty of haze.

Brendon, Lionel and MW landed soon after.

Dave landed and that was my day of towing, just three tows. The bonus was I got to take my daughter to gymnastics training. She was happy.

Roll on summer!

WHEN TO DEVIATE Garret Willat.

Effective deviation is covered a lot in cross country flying. Deviating too much and making little distance towards the goal, not deviating at all and not finding a good thermal, and partially deviating under the clouds but not going to the good side are common errors.

At the WGC last week Mike and I saw ourselves doing those a few times. Where the non-flying pilot would comment, 'why are we going to that side of the cloud?' This is especially true on the next leg when you are approaching the cloud from a different side. It might have been the left side of the cloud going North but now going South East it is the early part of the right side.

If it makes sense to get to the cloud on the downwind side then run under it at an angle and depart the upwind side it will increase your odds for finding a thermal. We watched in amazement as EB would search under the cloud this way. The key to doing this is making sure you hit the best part of the cloud. A few other times the thermal core was not where we were expecting.

When we talk about deviation we talk about the '30 degrees' as the rule of thumb. You can bounce around with

a 30 degree deviation without really worrying about it. But why do pilots go straight on course and other times make 80 degree deviations?

I think a different approach to the thought process is what will not get me stuck? If I take this 80 degree deviation to not get stuck on the other side then it might be a considerable idea. Many times we would have groups going straight and others deviating. But which one was faster, it seemed to be split where there wasn't much of a difference. However the biggest difference is how high you were on the other side. If one glider is higher, they are effectively faster.

One day in particular we came out of a turn and straight down the next course line into a 7knt thermal (above our daily average). The others went about 75 degrees off course to a nice looking cloud, 10knts and higher than ours. So we got ahead of them because we did not have the deviation. However they were roughly 1000ft higher than us the next time we saw them. Then other times the straight course would be faster because the less distance and nearly matched climbs.

Another way to look at deviation is evaluating which way will not get me stuck. It is not a race to the first turn or the next thermal. It is a race of multiple days and lots of miles. Ideally taking it one day at a time. You want to win the day, but not push so hard you get stuck during that flight.

On another day the second turnpoint was in the blue and downwind. We had a pretty solid run staying on courseline. We took what we thought were strong climbs and took a tactical climb before the turn as we were drifting into the turn and we could see gliders ahead taking a climb after the turn drifting farther away from the next turn. We eventually found the leaders and they were flying much slower and taking weaker climbs. We flew with them for about 45 minutes, then they decided the weather was getting good again and the clouds were more consistent and started cruising fast again.

They had a few week climbs that we left because we thought we could beat them. Which we did, but they did not want to get too low and get stuck (we got stuck a few days). I have said it before, can you beat the thermal ahead? Not just once, but are there enough opportunities to actually beat it? At the end of the day we left a climb trying to beat it, but never did, the great looking cloud just vanished as we approached it. The group that stayed got home faster.

There is a fine line between winning and losing.

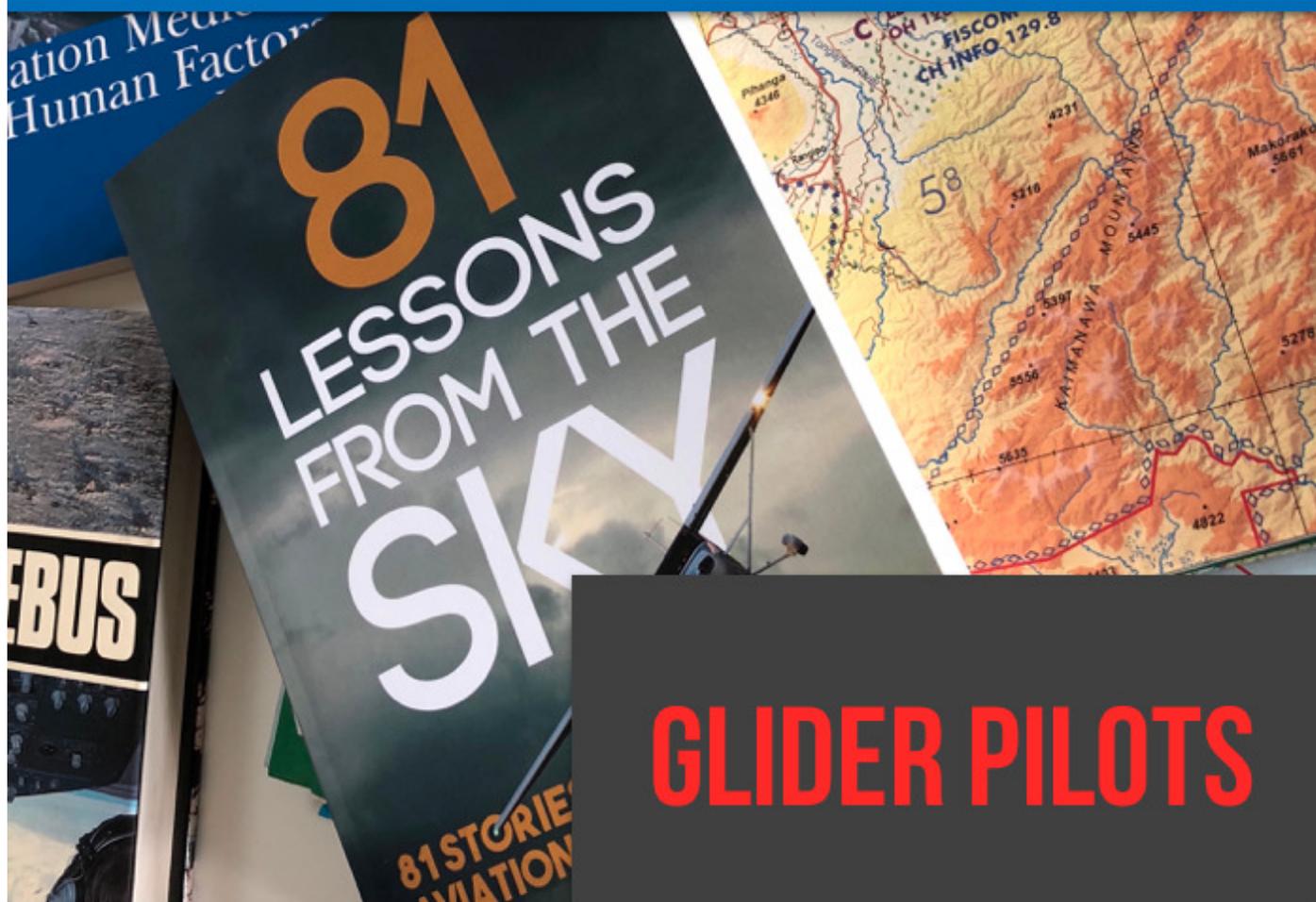
Duty Roster For Sep

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Sep	1	C DICKSON	P THORPE	G LAKE	
	2	I BURR	I WOODFIELD	D BELCHER	
	8	S HAY	S WALLACE	C ROOK	
	9	T THOMPSON	R BURNS	F MCKENZIE	
	15	K BHASHYAM	L PAGE	G LAKE	40 Squadron ATC
	16	R STRUYCK	R BURNS	D BELCHER	
	22	K JASICA	S WALLACE	C ROOK	
	23	S FOREMAN	R BURNS	F MCKENZIE	
	29	G LEYLAND	L PAGE	G LAKE	
	30	J DICKSON	P THORPE	D BELCHER	

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