

WARM AIR 30 Mar 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Steve Wallace	Bank Acct 38-9014-0625483-000
	Towing: Graham Lake	
	Duty Pilot: Roy Whitby	
Sunday	Instructing: Rex Carswell	
	Towing: Peter Thorpe	
	Duty Pilot: Izzy Burr	

MEMBERS NEWS

Base is still at a high level of alert, as are many Government agencies. In this context we do not expect to be able to fly this weekend.

We have included the roster, just in case we do have a way forward. We will send out an Email to members if the situation changes.

FINAL GLIDE CONFIDENCE ~ Garret Willat

In previous articles, I talk about using an MC=6 for your final glide settings. Here are other considerations to make sure that you make it home using your flight computer.

At the 2018 WGC Mike and I flew our first flight together in the EB28 ASH25 with an electrical failure and we had to do our final glide by eyeball. So Day 1 was a 'hope' that this would all work. However, we slowly fell off on our conservative glide. The flight computer and reality separated the faster we flew.

Polar

We did not have the polar data for the EB 28, we had something close but not it. You need to make sure the data is correct for your sailplane. Your standard production glider is generally pretty easy to find if it is not already pre-loaded. But remember that saying 'Garbage in Garbage out'.

Wind

Not having accurate wind is going to lead to a real problem. One issue we have here in Warner Springs during the summer is the sheerline will start to drift to the east. On the sheerline the wind will be light from the south, however, you could end up with a 20mph wind from the west, leading to a long glide into the wind. The altitude you are flying it might not be the same winds you are going to have on the final glide through lower altitudes.

Computers are different on how they calculate wind and final glides. However, they are all the same in the fact that they cannot predict what is happening ahead. However, you can. There are times when you have to manually enter the winds for your final glide.

Bugs

Why are we adjusting for bugs? Because the leading edge might actually be covered in them and you are not achieving the published performance. In general, you might not be achieving the published performance. This could vary from the rigging, sealing, tapes, mylar, etc. This is an easy adjustment to the polar to match your performance to what you are actually doing. You might notice that you always fall off of the glide, try adjusting the bug setting and see if the numbers begin to line up with reality.

Air

The last few articles I have been talking about how you might be doing better than the polar and are able to find good air. At the JWGC in Australia when I crewed and coached we would watch the other gliders on final glide and pass on that information to the pilots. Are others coming home high and fast or low and slow? With binoculars and different tracking, you could see how the air was on the final glide.

This information might help in your decision to leave the last thermal or stay a little longer. I have also passed on this information when on final glide to help out teammates that might be behind me somewhere.

If you have a Borgelt the Performance Index directly correlates the bug setting, so that is another way to make a quick adjustment on your final glide to make a more accurate guess on how fast to fly your final glide.

MC=6

Having that high McCready setting that I have talked about before gives you a safety margin for some errors that you might not have had perfectly calculated above.

NEW ROSTER BELOW



Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Mar	23	R BAGCHI	I WOODFIELD	P THORPE	-ATC Cadets 40 SQN
	24	T PRENTICE	S WALLACE	R CARSWELL	-ATC Cadets 40 SQN
	30	R WHITBY	S WALLACE	G LAKE	
	31	I BURR	R CARSWELL	P THORPE	
Apr	6	C DICKSON	L PAGE	R HEYNIKE	ATC Cadets 3 SQN
	7	K JASICA	P THORPE	F MCKENZIE	ATC Cadets 3 SQN
	13	J DICKSON	S WALLACE	D BELCHER	
	14	B MOORE	P THORPE	G LAKE	
Easter	19	S HAY	I WOODFIELD	R CARSWELL	
	20	K BHASHYAM	P THORPE	G LAKE	
	21	G LEYLAND	S WALLACE	D BELCHER	
	22	I O'KEEFE	I WOODFIELD	G LAKE	
Anzac	25	M MORAN	R CARSWELL	D BELCHER	
	27	T O'ROURKE	I WOODFIELD	P THORPE	ATC 3 or 40 SQN
	28	R BAGCHI	S WALLACE	A WILLIAMS	ATC 3 or 40 SQN
May	4	T PRENTICE	L PAGE	R HEYNIKE	ATC Cadets 3 SQN
	5	R WHITBY	R CARSWELL	G LAKE	ATC Cadets 3 SQN
	11	I BURR	P THORPE	R CARSWELL	
	12	C DICKSON	I WOODFIELD	F MCKENZIE	
	18	K JASICA	R BURNS	D BELCHER	ATC Cadets 40 SQN
	19	J DICKSON	S WALLACE	A WILLIAMS	ATC Cadets 40 SQN
	25	B MOORE	L PAGE	R CARSWELL	
	26	S HAY	P THORPE	G LAKE	
Jun	1	K BHASHYAM	R CARSWELL	P THORPE	
	2	G LEYLAND	I WOODFIELD	R HEYNIKE	
Queens	3	I O'KEEFE	R BURNS	D BELCHER	
	8	M MORAN	S WALLACE	A WILLIAMS	
	9	T O'ROURKE	L PAGE	G LAKE	
	15	R BAGCHI	R CARSWELL	R HEYNIKE	
	16	T PRENTICE	I WOODFIELD	P THORPE	
	22	R WHITBY	P THORPE	F MCKENZIE	
	23	I BURR	R BURNS	R CARSWELL	
	29	C DICKSON	S WALLACE	D BELCHER	
	30	K JASICA	L PAGE	A WILLIAMS	