WARM AIR 30 Mar 19

Aviation Sports Club Gliding Newsletter

THIS WEEKEND: Club Cellphone 022 357 6731 www.ascqliding.org

Saturday Instructing: Steve Wallace Bank Acct 38-9014-0625483-000

Towing: Graham Lake
Duty Pilot: Roy Whitby
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

Sunday

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

23	D DACCIII			
	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	
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	
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	
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
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	
1	К ВНАЅНҮАМ	R CARSWELL	P THORPE	
2	G LEYLAND	I WOODFIELD	R HEYNIKE	
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	
	30 31 6 7 13 14 19 20 21 22 25 27 28 4 5 11 12 18 19 25 26 1 2 2 3 8 9 15 16 22 23 29	30 R WHITBY 31 I BURR 6 C DICKSON 7 K JASICA 13 J DICKSON 14 B MOORE 19 S HAY 20 K BHASHYAM 21 G LEYLAND 22 I O'KEEFE 25 M MORAN 27 T O'ROURKE 28 R BAGCHI 4 T PRENTICE 5 R WHITBY 11 I BURR 12 C DICKSON 18 K JASICA 19 J DICKSON 25 B MOORE 26 S HAY 1 K BHASHYAM 2 G LEYLAND 3 I O'KEEFE 8 M MORAN 9 T O'ROURKE 15 R BAGCHI 16 T PRENTICE 22 R WHITBY 23 I BURR 29 C DICKSON	30 R WHITBY S WALLACE 31 I BURR R CARSWELL 6 C DICKSON L PAGE 7 K JASICA P THORPE 13 J DICKSON S WALLACE 14 B MOORE P THORPE 19 S HAY I WOODFIELD 20 K BHASHYAM P THORPE 21 G LEYLAND S WALLACE 22 I O'KEEFE I WOODFIELD 25 M MORAN R CARSWELL 27 T O'ROURKE I WOODFIELD 28 R BAGCHI S WALLACE 4 T PRENTICE L PAGE 5 R WHITBY R CARSWELL 11 I BURR P THORPE 12 C DICKSON I WOODFIELD 18 K JASICA R BURNS 19 J DICKSON S WALLACE 25 B MOORE L PAGE 26 S HAY P THORPE 1 K BHASHYAM R CARSWELL 2 G LEYLAND I WOODFIELD 3 I O'KEEFE R BURNS 8 M MORAN S WALLACE 9 T O'ROURKE L PAGE 15 R BAGCHI I WOODFIELD 26 C S HAY P THORPE 1 C DICKSON S WALLACE 27 C DICKSON S WALLACE 28 D MOORE L PAGE 29 C LEYLAND I WOODFIELD 20 R WHITBY R CARSWELL 21 C C LEYLAND I WOODFIELD 22 C LEYLAND I WOODFIELD 23 I O'KEEFE R BURNS 25 R BAGCHI R CARSWELL 26 C LEYLAND I WOODFIELD 27 T O'ROURKE L PAGE 28 R BURNS 8 M MORAN S WALLACE 9 T O'ROURKE L PAGE 15 R BAGCHI R CARSWELL 16 T PRENTICE I WOODFIELD 17 PRENTICE I WOODFIELD 18 R BURNS 19 C DICKSON S WALLACE	30 R WHITBY S WALLACE G LAKE 31 IBURR R CARSWELL P THORPE 6 C DICKSON L PAGE R HEYNIKE 7 K JASICA P THORPE F MCKENZIE 13 J DICKSON S WALLACE D BELCHER 14 B MOORE P THORPE G LAKE 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 25 M MORAN R CARSWELL D BELCHER 26 T T O'ROURKE I WOODFIELD P THORPE 27 T O'ROURKE I WOODFIELD P THORPE 28 R BAGCHI S WALLACE A WILLIAMS 4 T PRENTICE L PAGE R HEYNIKE 5 R WHITBY R CARSWELL G LAKE 11 I BURR P THORPE R CARSWELL 12 C DICKSON I WOODFIELD F MCKENZIE 18 K JASICA R BURNS D BELCHER 19 J DICKSON S WALLACE A WILLIAMS 25 B MOORE L PAGE R CARSWELL 26 S HAY P THORPE G LAKE 27 G LEYLAND I WOODFIELD R HEYNIKE 28 R BAGCHI R BURNS D BELCHER 3 I O'KEEFE R BURNS D BELCHER 4 WILLIAMS 5 R WHITBY R CARSWELL A WILLIAMS 6 S HAY P THORPE G LAKE 6 S HAY P THORPE G LAKE 7 D THORPE G LAKE 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 24 C DICKSON S WALLACE A WILLIAMS 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 17 O'ROURKE L PAGE G LAKE 18 R BAGCHI R CARSWELL R HEYNIKE 19 T O'ROURKE L PAGE G LAKE 10 T PRENTICE I WOODFIELD P THORPE 21 R WHITBY P THORPE F MCKENZIE 22 R WHITBY P THORPE F MCKENZIE 23 I BURR R BURNS R CARSWELL