

# WARM AIR 23 Nov 19

## Aviation Sports Club Gliding Newsletter

<b>THIS WEEKEND:</b>	Club Cellphone 022 357 6731	<a href="http://www.ascgliding.org">www.ascgliding.org</a>
Saturday	Instructing:	Bank Acct 38-9014-0625483-000
	Towing: No Flying	
	Duty Pilot:	
Sunday	Instructing: Lionel Page	
	Towing: Peter Thorpe	
	Duty Pilot Joseph Dickson	

### MEMBERS NEWS

#### FLYING THIS WEEKEND...YES ON SUNDAY, NO ON SATURDAY



Unfortunately our hosts have activities going on this Saturday that preclude us flying. However we can fly on Sunday. The forecast looks good with light winds. Make the most of it folks

#### NORTHERN REGIONALS

Hi MSC members, we've got the Northern Regional Championships starting this weekend. We have 19 entries so far, see who's coming and check your details on Soaring Spot:

[https://www.soaringspot.com/en\\_gb/northern-region-gliding-championships-2019-matamata-2019/pilots](https://www.soaringspot.com/en_gb/northern-region-gliding-championships-2019-matamata-2019/pilots)

There's still plenty of opportunity to enter, and day entries are welcome. Details at <http://msc.gliding.co.nz/events/northern-regionals-nov-2019/> The long range forecast is looking good for the weekend and early week.

Anyone is welcome to come fly while the contest is on, Piako Club will be operating like normal with instructors Weekends and Wednesday. Towing is available all week. If you're new to gliding, come check out what a contest is like. Or organise an instructor + glider and come and do a task! Ground helpers and retrieve crew are always welcome too, especially around launch time (normally 11:30-1pm). See you out there!

## FLY WITH PETER HARTMANN

And don't forget you have the opportunity to fly with Peter Hartmann at the Early Feb Nationals in Taupo (and before that too). After the success of the Sebastian Kawa visit last year, there is obvious demand to learn from the world's best pilots. Peter Hartmann has won world and continental championships, so a day or two flying with him is the ultimate opportunity to really improve your skills.

Spots to fly with Peter are filling up, so register your interest today. <http://msc.gliding.co.nz/events/fly-with-peter-hartmann-jan-2020-nationals/>

**NOT ALL CLOUDS WORK....HOW ANNOYING IS THAT** *Garret Willat*



Clouds are confusing

Cumulus clouds can give you too many options. Left, Right, more left, 2 to the left looks good, but the right looks better 5miles down the task, and it never looks better straight on course. So many choices to choose from, I can be like a kid in a Candy store, completely overloaded with options.

Take a Mental Snapshot

Taking a mental snapshot of the clouds is crucial because you want to know if the clouds are growing or decaying. You want to know how long they are lasting. Remember that a great cloud 10miles away might not be there in 10 minutes when you get there. Maybe you can get there faster; however, you might need to stop and take a climb to make that 10 miles and that time could double. You get the idea that you will not be teleporting under the cloud with the snap of your finger...

Not all of the clouds work. How annoying is that? It could be an excellent looking cloud that doesn't work. Remember that it might not just be your inability, talk to other pilots, and see how successful they are. At the Club Class Nationals in Hobbs one year I did a pre-briefing briefing (I was soliciting donations for the US Team [click here](#) for the US Juniors currently in Szeged), and that was one of the questions I would ask the pilots to get a group average percentage of the reliability of the clouds. There was always one pilot that said they had a higher percentage of working clouds (generally the day winner). It made everyone feel better because many pilots assumed they could

not get the clouds to work. "Don't put all of your eggs in one basket" was something that 3-time WGC Champion George Lee always told me.

### 50/50 Rule of Thumb

Connect ground to cloud base. There is the 50/50 rule of thumb. When you are in the upper 50% of the working band look up at the cloud, and the lower 50% look down at the ground to find the thermal. It is always a good idea to figure out the thermal from the ground to the cloud, this is especially true in mountain sites, and when cloud base is high as you might be looking under the cloud, but on the wrong side of the mountain.

### Short Term/Long Term Plan

When you are looking at the clouds and trying to determine how to pick your path to get to the turnpoint, you want to have a short term goal and a long term one. You need to look at the next few thermal options and how you are going to use them, so you do not get stuck. Then you need to look farther down the course to get the fastest speed, and also, so you do not get stuck in 20 miles.

You do not have to stop at every cloud. You are going to sample a lot of clouds and thermals; however, only stop and take the strong ones, at a minimum take the average ones.

### Committed pilot

As you head North, the clouds are working better on the West side. This might be easier when you are on the East side of the course line because the side of the clouds closest to the course line is working. However, many pilots forget the West side of the clouds are working better when they get on the west side of course line, especially when you are already making a significant deviation and the clouds are big. Because you have already deviated to go under the cloud, make sure you are going to the side that is working best.

Many times I will have a student make a heading change to a cloud, but then as we get closer, they end up flying near the thermal not under the part of the cloud where it is probably working. My favorite is when right before they get under the cloud, they turn to head towards the next cloud. Since the sink is generally near the lift, all we end up doing is deviating to areas of sink and resulting in me having more grey hair.

### TOILETS *Jonathan Pote reports...*

#### Human Factors Update Members may not be aware (I was not) of a very convenient public toilet about

300m from our usual entrance. Head down Waimarie Road, and a short distance past the Puriri Road turning on the right is a well concealed metal track to 'Bill Moir Reserve'. Facilities are maintained and very satisfactory.

As we apparently cannot now use the toilets at the western end, this is very useful to know.







# Forthcoming events

24th to 30th Nov Northern Regionals at Matamata

5th to 14th Dec YouthGlide Development Camp at Omarama

9th to 13th Dec Air Cadet Camp at Matamata

26th Dec to 4th Jan Matamata Christmas Camp

27th to 31st Dec Grand Prix at Matamata

4th to 11th Jan Auckland Soaring Champs at Drury

15th Jan to 15th Feb 2020 Fly with Peter Hartmann (International Coach)

2nd to 15th Feb National Champs at Taupo

22nd to 29th Feb Central Districts Comp at ???



## **Matamata Airfield**

**December 27<sup>th</sup> - 30<sup>th</sup>** (or 31st if required )

**The first Grand Prix held in the North Island !**

**Planned to be fast and exciting racing !**

**Better visibility for supporters !**

**2 classes** (to be confirmed on Day !)

- **18 meters** (with Duo's/Arcus's allowed)
- **15-ish meters**—handicapped- i.e. tasks will be slightly longer for high handicaps.
- **Limited to 12 gliders per class** - first in etc.

The event will be during the traditional Xmas camp held on the airfield which provides some synergies and collegiality.

Questions to: **David Jensen** (0274 517757) or **Rob Lyon** (021 324232)

Try out this contest format in a shortened  
and relaxed setting - no pressure (well not much).

Enter at the new GNZ Contest Site - <http://gliding.net.nz/contests>

More info to follow . . .

**Duty Roster For Nov, Dec 2019**

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Nov	9	T PRENTICE	S WALLACE	P THORPE	-
	10	R WHITBY	L PAGE	D BELCHER	<del>30 Sqn ATC</del>
	16	I BURR	R BURNS	F MCKENZIE	<del>No Flying</del>
	17	G DICKSON	I WOODFIELD	R HEYNIKE	<del>No Flying</del>
	23	K JASICA	R BURNS	G LAKE	No Flying
	24	J DICKSON	L PAGE	P THORPE	
	30	B MOORE	I WOODFIELD	G LAKE	40 SQN ATC
Dec	1	S HAY	P THORPE	R HEYNIKE	
	7	K BHASHYAM	R CARSWELL	F MCKENZIE	
	8	G LEYLAND	S WALLACE	D BELCHER	
	14	I O'KEEFE	L PAGE	R CARSWELL	
	15	M MORAN	S WALLACE	D BELCHER	
	21	T O'ROURKE	I WOODFIELD	A WILLIAMS	
	22	R BAGCHI	R CARSWELL	F MCKENZIE	