

WARM AIR 1 Feb 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:	Club Cellphone 022 357 6731	www.ascgliding.org
Saturday	Instructing: Ray Burns	Bank Acct 38-9014-0625483-000
	Towing: Peter Thorpe	
	Duty Pilot: Joseph Dickson	
Sunday	Instructing: Rex Carswell	
	Towing: Peter Thorpe	
	Duty Pilot: Brendan Moore	
Thursday	Instructing: Peter Thorpe	
	Towing: Rex Carswell	
	Duty Pilot: Simon Hay	

MEMBERS NEWS

THIS COMING WEEKEND

We are still not sure we will have a towplane this weekend but we will confirm that later in the week. (yes, same as last week but we are getting closer). We are working to lease a suitable aircraft and are working on the details.

WAITANGI DAY

Thursday is Waitangi day and we intend to be flying that day too, weather permitting.

Peter Hartmann - Gerard's flight kindly borrowed from the AGC newsletter

Peter showed me that most of my fears about cross-country are ill-founded. Russell says that Peter hasn't landed out since 2015 - I put that to the test by being unable to get the Duo's transponder to work while we were low on the slopes of Mt Pirongia and being held there below 2,500' by ATC.

Pirongia was not enough: then we went out into the Waikato and found ourselves at Maramarua looking down at the cell phone towers reaching up for us.

Even at Maramarua, as Russell notes, Peter was looking up at the clouds, not down at the ground. We got home: 410 km in 4 hrs 21min.

Russell wrote some notes from his flight with Peter.

When you believe lift is under a cloud, but you don't get an immediate lift response under either wing, turn into wind to search first - before, I often would turn towards the sunny side first to search.



When approaching a wide cloud, place yourself first under the highest top to begin the search

Apply the "one turn" principle to search for the centre before going on, it does not lose much altitude

When high, and you make a turn under a cloud and sink is the response, then leave without completing the turn.

When low, focus more upon the cloud immediately above your head, rather than the ground beneath, (my failing)

Route Deviations

Peter has a concept where 30 deg off track is OK, but 30-45 degree you better have a good reason, more than 45 deg is "desperation" mode. He will fight much more than me to avoid a landout, fly much more aggressively (He has not landed out since 2015, but often in a much higher altitude band, than we have to work in)





FINDING LIFT UNDER CLOUDS AND CLIMBING *Adam Woolley*

Don't look inside the cockpit at all when it comes to entering a climb

Clouds tell the story, obviously! I only look up when I'm flying CU days, which is why it's so important to me to have clear sky ahead & around me. I don't have to look out so much for other gliders, but can look up & out for clues to make me go faster. There's information overload out there if you're wanting to find it.

Look Ahead

I look 30-60 sec ahead of the glider, not giving a damn about deviations, sometimes 70° off course for quite some way - but I didn't have to stop & therefore I was able to sample more climbs & choose the best, as well as dramatically increase my netto, which equals speed, even if I don't stop in the strongest climb of the day. The risk is lower.

I look UP for the daggies, the whisps turning at the edge of clouds, the concave domes & rainbow colors...

Yes, rainbow colors at the edges of clouds, that & the cloud turning, indicates to me fresh & strong lift.

Naturally, look out for birds, listen to what the glider is telling you, listen to your intuition.

Stop Only for the Best Thermals

It seems ridiculously stupid but only stop for thermals that feel like thermals. Some days are hard & require a searching turn, but I'm really aggressive now with only stopping if I know I can core it in one turn max, I hope that I can core it within half a turn now. This is easily doable in gliders like the LS8 & V2a, just listen to the glider & your bum. It will become an obsession & give quite a thrill when you start getting it right, all the time, but needs constant work, discipline & belief.

Core Every Thermal

I don't look inside the cockpit at all when it comes to entering a climb, nothing zip. Maybe the wind before entering the climb area, that's it. The key point is a supreme vario & it's setup. The ClearNav still wins every time, I literally core every thermal off audio alone. I don't even need to look at the averager, it's not that important to me. What is, is the feeeel of the thermal, does it feel like a strong one for the area? Of course, I look at the averager, but it's only a quick cross-check & to calibrate my bum/ears for the day.

Then look back outside, find reasons to stay, find reasons to leave.

Adam Woolley was born into the gliding world, being the 3rd generation in his family. Going solo at 15, his thirst for efficiency in soaring flight & quest for a world championship title to his name has never wavered. One big passion is sharing his experiences & joy with other glider pilots all around the world. Adam is an airline pilot in Japan on the B767 & spends his off time chasing summer around the globe. He has now won 7 national Championships & represented Australia at 5 WGC's & 1 EGC.



Duty Roster For Jan, Feb, Mar 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Feb	1	J DICKSON	R BURNS	P THORPE	
	2	B MOORE	R CARSWELL	P THORPE	
	6	S HAY	P THORPE	R CARSWELL	
	8	K BHASHYAM	L PAGE	F MCKENZIE	
	9	G LEYLAND	I WOODFIELD	D BELCHER	
	15	I O'KEEFE	R BURNS	A WILLIAMS	
	16	M MORAN	R CARSWELL	R HEYNIKE	
	22	T O'ROURKE	A FLETCHER	G LAKE	
	23	R BAGCHI	P THORPE	R CARSWELL	
	29	T PRENTICE	S WALLACE	P THORPE	
Mar	1	R WHITBY	L PAGE	D BELCHER	
	7	I BURR	I WOODFIELD	R HEYNIKE	
	8	C DICKSON	R BURNS	P THORPE	
	14	K JASICA	R CARSWELL	D BELCHER	
	15	J DICKSON	A FLETCHER	G LAKE	
	21	B MOORE	S WALLACE	R HEYNIKE	
	22	S HAY	I WOODFIELD	R CARSWELL	
	28	K BHASHYAM	P THORPE	F MCKENZIE	