

WARM AIR 29 Feb 20

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: Peter Thorpe

Duty Pilot Tony Prentice

Sunday

Instructing: Lionel Page

Towing: Derry Belcher

Duty Pilot Roy Whitby

MEMBERS NEWS

SATURDAY *Towie Peter Thorpe writes:*

I was supposed to be instructing on Saturday but we ran out of tow pilots so Ray Burns said he would instruct while I could tow. As it happens the rain (yes rain) got in the way of flying but I did have a little adventure sorting out fuel for DSM.

Last weekend the tow pilots thought we would be able to draw fuel from the Power Section so ran the fuel in the aircraft to the minimum for towing from WP. Unfortunately the Power Section were having problems with insuring the trailer on the road so it was nearly empty and anyway, they had all gone away so there was nobody there to drive the refueller.

Trouble was DSM now did not have enough fuel in it to go to North Shore airfield for fuel. So I decided I would drive to NE with a couple of 20 litre containers to fill with AVGAS and then transfer that to DSM. Great idea but all our containers were full. However, Roy Whitby has a large car with a very big tank so he 'volunteered' to empty the containers into his car. We did that and I duly headed off to NE where the Aero Club guys were very helpful and some time and 57 km later I was back at the field with 49 litres of fuel (the 20 litre containers actually hold more). Now DSM is rather high off the ground and I am getting too old to balance on ladders while holding full 20 litre containers but young Ray offered to do the job. So we pulled DSM clear of the hangar and commenced fuelling with Ray on the step ladder and lots of interested by standers supervising. We got one tank filled and moved to the other side when we noted the control



tower was disappearing from sight as a rain squall headed our way. We suggested pausing operations while the rain the rain started pouring on us. It was a sight to behold with two of us holding three umbrellas over Ray to keep the rain out of the tank. He got wet but the fuel stayed dry. We pushed DSM back in the hangar, dried off the wet bits and then gave it way for the day and went home in the warm knowledge we had done our duty and had left DSM all ready for the Sunday team.

SUNDAY *Towie Rex Carswell reports.*

We managed three flights for the day as the wind steadily built to over 20 knots . We ended the day with a fuel run to North Shore.

Instructor Andrew Fletcher's version I arrived at the field at 0915, Ray had already picked up the key and was keen to rig GKT for the first flight of our new aircraft. The usual crew were soon on site and aircraft were made ready. The wind was brisk and forecast to increase giving a moderate cross wind from the left off RWY 26, the first to go was Ray in KT and remained airborne for just over an hour. Tony Prentice was next also enjoying an extended flight. The honors for longest flight went to Matt Moran by a mile getting close to 3 hours.

Unfortunately due to the cross wind there were no other launches, by early afternoon the cross wind was gusting 25 kts.

SPECIAL GENERAL MEETING

This Saturday at 1000 in the hangar

CLUB WEBSITE *His CFIness, Ray Burns writes*

On an unrelated matter, you may have noticed that the website has been completely redesigned. Content is still being fleshed out but the basic design is now complete. The images were simply the ones I had available to me and I would like a few others. Contributions will be welcomed.

YOUR FIRST INDICATION OR CLUE COMES FROM OFF TOW



WORKING HEIGHT BAND

You've just climbed to cloud base, the sky ahead looks regular & consistent, what cruise speed do you fly? A very good question, often one would say, how long is a piece of string or just, it depends! I'll try to explain though, how I race my flights 😊

FIRST CLIMB OFF TOW

Your first indication or clue comes from off tow, was it a struggle to climb away, easy strong and smooth from low down, slow at first then progressively getting stronger, or did you lose the thermal at an altitude on the way up? Finally, build a picture, are the thermals 'streaming' all the way up from the ground, are they bubbling?

Is it a CU day or a blue day? I suppose this doesn't matter so much as the question remains the same, how reliably am I finding the lift? How strong is the lift and in what height band is it the optimum?

As you can see, a constantly evolving and dynamic question. I've found one reliable way though to pick your cruise speed relative to your altitude, regardless of your wingloading or glider type...

CHANGING GEARS

The simplest for me is this, you've left cloud base, high and happy, 100kts is feeling great at 8000'. You've been passing up thermals because they don't meet your criteria, you're looking ahead at the forever changing standard sky, your thermal model is constantly updating from the information you gained in the second paragraph...

..all of a sudden, your cruise speed goes from 100kts, down to 80kts. Remember this altitude, then add 500' and do what you can to stay above it in the future. Subconsciously you've just determined that the thermals have become unreliable to your criteria. Stay higher, take the better climbs, keep your 100kt cruise speed up the whole time!

This works for every day and is constantly evolving. You might be happy to drive to 3000' on some 10,000' days, but others, you'll be concerned when you get below 6,000'!

Naturally, you need to take into consideration the terrain ahead too, so please don't drive low because the lift is reliable low, you still need some self-preservation!

HEIGHT BAND IN THIRDS

Other techniques involve splitting the height band into thirds, where the top third is flying at McCready speed, the middle third is at 1/2 MC speed, the lower 1/3 is in search mode where speed doesn't matter anymore, one is just avoiding an outlanding!

To me, I like to keep things simple - the moment you pull back on the stick for your subconscious reason, that's the height to avoid, stay above that and your cruise speed will stay high, your overall task speed, hopefully also high!

HAPPY CRUISING

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	8	K BHASHYAM	L PAGE	F MCKENZIE	
	9	G LEYLAND	I WOODFIELD	R HEYNIKE	
	15	I O'KEEFE	R BURNS	A WILLIAMS	
	16	M MORAN	R CARSWELL	R HEYNIKE	
	22	T O'ROURKE	A FLETCHER	TBA	
	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	TBA	
	21	B MOORE	S WALLACE	R HEYNIKE	
	22	S HAY	I WOODFIELD	R CARSWELL	
	28	K BHASHYAM	P THORPE	F MCKENZIE	