

# WARM AIR 6 Jun 20

## Aviation Sports Club Gliding Newsletter

### THIS WEEKEND:

Club Cellphone 022 357 6731

[www.ascgliding.org](http://www.ascgliding.org)

Saturday

Instructing: Ivor Woodfield

Bank Acct 38-9014-0625483-000

Towing: Peter Thorpe

Duty Pilot Clare Dickson

Sunday

Instructing: Andrew Fletcher

Towing: Derry Belcher

Duty Pilot Kazic Jasica

### MEMBERS NEWS

#### SATURDAY

Instructor Peter Thorpe reports no punters who wanted to fly due to the decidedly average weather. The day did improve big time into the afternoon with some nice looking cumulus forming all round *Warm Air* as he fought a losing battle trying to race a 11.5 tonne yacht in winds that peaked at 8 knots and were mostly well under that.

**SUNDAY** *Towie Derry Belcher wrote heaps*

*No gliding on Sunday so no towing.*

**MONDAY** *and his CFIness Ray Burns got similarly carried away*

*No flying Monday.*

*But significant work being put into the tractor by the experts.*



## PERSONAL PREPARATION ...CONTINUED *Adam Wooley continues from last week*

Spend some time on the ergonomics of your glider



Personal preparation continued...

### Stretching & Comfort

You're all cooped up, competition & cross country gliding, in general, involves sitting in the one position for between 3 and 6 hours. I saw many times, my father hopping out of his LS4 barely being able to walk. To get the maximum points or enjoyment out of your soaring, one must be comfortable and prepared. So how is your cockpit, comfort-wise? Generally, we can make ourselves comfortable for this length of time, but the lack of activity does take its toll on muscles and flexibility. So to avoid aches, pains & stiffness, a program of stretching should be commenced. Make the effort as it will be worthwhile. 5 to 10 minutes twice a day is sufficient, certainly, at the very least, just prior to hopping into the cockpit for the days soaring.

Naturally, you can spend some time on the ergonomics of your glider too. Purchasing the right parachute for your body (I personally will be buying a "Softie" next), thinking about what room you have available for your lunch & for your water, how you'll store it and get to it, etc. Need lumber support? Why not use your canopy cover for that as an example. Confor memory foam is great for long term seating comfort, great crash protection too!

### Nutrition

Eat the right foods for your body, plain and simple. Take note of the days you feel great and the days you feel sluggish, the days you're thinking clearly and sharply, versus those other sort of days. Perhaps it's something to do with both your daily activities or what you've eaten that day or the one prior. Naturally, we're looking to keep our brains and bodies alert and excited for the long competition ahead. Keep a competition record of your eating patterns and learn from it for future championships, make every day count for something.

The 80/20 system works well. A balanced diet is recognized as 80% fruit or vegetables, 20% protein (meat). Generally, though, I find at least in my part of the world, it's more like 30/70! As you could imagine, which I guess it's not so obvious, is that most meats contain fat. While fat is high in energy, that energy is not readily available and is usually stored, which is not what we want. The result is simply a lower level of fitness, your brain not staying sharp when we need it to be focused. Quality decisions count in racing!

A well-balanced breakfast is a great way to start the day if you don't already do so of course. My morning breakfasts are like this now (no James, not sausage rolls and a 750ml iced coffee anymore!), some fruit, cereal (low on sugar) an egg and bread, or toast. Balance this against eating less in the evening, and well before sleep time. Food eaten early in the day gets processed to be readily available as energy while food eaten at night is mostly stored, and can upset your sleep if eaten too late.

The problem at competitions is that it may not be possible to get anything but restaurant meals or fast food. With some care, even with these, it is possible to keep a balanced diet. It is essential that any change of diet does not cause irritations in your body, or upset the pattern you've developed for yourself. Of course, if you remember in my previous article, if you have a good level of fitness you will get through the two or three weeks of poor nutrition without difficulty. Naturally, though, plan ahead, take the creature comforts of home with you where possible.

## LEVER YOURSELF UP

In an earlier article, I wrote about stitching the sky, effectively how to fly cloud streets in the blue, or at least give yourself the best chance to maximize your chance of staying within one & extending your glides. Clouds, glorious clouds, they sure make life easier 😊

The beauty about clouds is that they give all sorts of hints, that's of course if you're willing to look out for them. There's rarely a moment that my heads in the cockpit, basic navigation & a really good audio (I find the ClearNav the best, equally, the LX varios using 'digital positive') is all I need.

Look out - it's much more fun if you do!

You've got your cloud line all figured out, you've looked deep, figured out all your deviation angles, it's time to action the plan. The big question is, where to fly underneath the individual clouds or streets of them?

You can use the stitching technique of course! All you have to do is listen to your glider, feel it through the wings, through your shoulders & out of the stick.

You've got a general idea on where you want to fly, you've checked out the local wind, you know the sun is coming from, you've assessed the ground features, you have your experience gained before start on where the thermals are in relation to the ground & the clouds - simple stuff.

Start using those stitching skills now, let the glider do the talking, but with guidance from the clouds. Left-wing pops up, dig that left-wing in, steer yourself into it, feel the lift through the elevator & wings. Right-wing pops up, dig it back into the right. The right up again, you got it, dig that wing into it, step or lever the glider up in effect on these air currents.

Repeatedly do this & you'll extend your glides, you'll also feel yourself into some pretty sweet climbs too! Having said that, it's quite tiring to practice this all the time, but guess what? The more you practice, the easier & less tiring it gets.

The bonus with using this technique of levering yourself & the glider up on the invisible air currents is that you can then take it to blue conditions. Lose a street, no problem, just keep listening to the glider, it'll show you the way 😊

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.



## ROSTER May/June 2020

Month	Date	Duty Pilot	Instructor	Towpilot	Notes
May	16	I O'KEEFE	R CARSWELL	D BELCHER	
	17	M MORAN	I WOODFIELD	F MCKENZIE	
	23	T O'ROURKE	A FLETCHER	A WILLIAMS	
	24	R BAGCHI	L PAGE	R CARSWELL	
Queens Birthday Weekend	30	T PRENTICE	P THORPE	R HEYNIKE	
	31	R WHITBY	S WALLACE	D BELCHER	
	1	I BURR	R BURNS	F MCKENZIE	
Jun	6	C DICKSON	I WOODFIELD	P THORPE	
	7	K JASICA	A FLETCHER	D BELCHER	
	13	J DICKSON	R CARSWELL	A WILLIAMS	
	14	B MOORE	L PAGE	R HEYNIKE	
	20	S HAY	P THORPE	R CARSWELL	
	21	K BHASHYAM	S WALLACE	F MCKENZIE	
	27	G LEYLAND	R BURNS	P THORPE	
	28	I O'KEEFE	I WOODFIELD	R HEYNIKE	