

WARM AIR 18 Jul 20

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

Club Cellphone 022 357 6731

www.ascgliding.org

Saturday

Instructing: Peter Thorpe

Bank Acct 38-9014-0625483-000

Towing: Ruan Heynike

Duty Pilot Roy Whitby

Sunday

Instructing: Ray Burns

Towing: Derry Belcher

Duty Pilot Izzy Burr

MEMBERS NEWS

SATURDAY *Instructor and club money bags, Lionel Page*

Arrived early only to find his CFI'ness already waiting (checking up on me????). A quick check on some fitting on my trailer and then off to do more gliding/talking.

Eventually the normal culprits arrived and the aircraft were extracted from the hangar. The weather was as forecast - showers with clear spells.



First up was a quick refresher for myself with Rahul Bagchi as passenger. Found a VERY smooth sky without any sign of thermals nor any sort of activity in the air for that matter.

Next up was Kazik Jasica with a quick check of his take off technique and then a very pleasant sleigh ride home.

3rd flight was Rahul again - he was in for a surprise when I pulled the bung on him at 10ft for a tow failure exercise - very well handled!

We then went up for the intended flight and managed to have a bit of fun on the front of a rain squall. Managed to extend the flight quite a bit before getting pushed too far over Greenhithe, at which point we flew quickly through the light rain and joined the circuit for an uneventful landing.

With more rain in the vicinity, we called it quits and headed home at about 3pm.

Good day considering the forecast and conditions. Great to get some flying in, even if it was between the showers.

SUNDAY *Duty Instructor Steve Wallace writes*



Arrived at the field just after 10am to find the usual suspects already lined up at the gate waiting the arrival of the key. NF was extracted and made ready to go flying. A light but lengthy shower however meant some drying had to be done before this could happen as good airmanship dictated that there was no point compromising the take-off performance when such a performance reduction could be easily avoided with a bit elbow grease.

Kazik Jasica started the day with a couple of 1,000' circuits and even from that height it seemed like the cloud streets that were forming up held a fair amount of promise. Dave Todd came out for a currency and familiarization flight in NF which he hadn't flown before. Compared to MW as many pilots have found the trim needs to be all the way back to fly it at thermal speeds which is a bit disconcerting initially but fine once you get the hang of it. Pleasing to report that post some attention from Derry Belcher the left rudder in the back seat did not suddenly slide to the end of its stops as it had been prone to doing in the past so that made for a pleasant change. We enjoyed a nice hour in the air travelling up and down the cloud streets that were coming and going before finally falling out of the sky.

After a swap from BF to VF due to some radio trouble Tony Prentice enjoyed a nice half hour in the sky ensuring he remains one of our most current pilots. Then that was it#

WORKING BEE

We would like a working bee on the 1st August (or 2nd if you think it is better/rain day) to clean windows and vacuum the parachute club's garage - so that we can use it as a club room. We may also do a clean up of the green hangar at the same time and get things ready to take to the tip.

We are also wondering if any club members have fan heaters for the parachute garage/club rooms. -



GETTING TO THE CORE OF CLOUDS

The art of thermalling begins well before you even start climbing, and can be divided into 2 simple phases: First of all you must locate the general area of the core; then you must find and keep the sailplane in the strongest part. Seems obvious, but to have a successful flight we must start with one of the objectives and work backward. I'll give it my best to describe this below, once mastered, it becomes immensely satisfying!

As you glide to the area of good lift, you should be carefully studying all the clues, such as cumulus development ahead, or on blue days, searching for signs of thermals leaving the ground. Understanding clouds are perhaps one of the most important skills in gliding. Generally, the larger the size and depth of the cumulus, the more studying, and searching are required. On a day with small cumulus, the lift area should be small and easy to locate. A very large cloud such as cumulonimbus, however, may have many cores and extensive searching may be necessary.

Climbs come in all sorts of shapes and sizes. One thing for sure is with irregularly shaped climbs, do your best to center on roughly the core, and just accept it won't be perfect. In strong conditions, get the glider to the core - asap, do not be afraid to bank it over. If you lose the core, widen out the turn to an extended search area. If it is going to take too long to center, equally don't be afraid to leave, there's always another climb in front of you. Finally, centralize the controls and fly with a touch of top rudder. This reduces drag and gives the wings a higher angle of attack, therefore faster climb.

I've said it before, but one must have a very good vario system! If you're not sure about it, ask one of the top pilots in your club to take your glider for an afternoon flight to get feedback. Seat of the pants will tell you more and should not be underestimated. Only climb in what FEELS like SOLID lift for the day. Time circling should be spent planning your next track, then plan 'B' and even 'C' options. So what do I look for in a cloud? As previously mentioned, it depends on the size - so let's give it a go! First of all, it's important to start analyzing the cloud from far out, is it shallow, mid-sized, or large? I start thinking about the wind, where is it coming from? If I am higher I'll aim more central, if I'm

lower, I'll aim for more upwind of the cloud area. Typically, during the day you'll get a feeling for where you found the last climbs, this should be a target of concentration as you approach.

Shallow Cumulus

These conditions are ideal, as cloud distribution is low, and ground heating is increased. Thermals can cycle quickly, often the best climbs are found in the blue or early developing wisps. Start looking for areas that are clearly working, there is no point in wasting time anywhere else. If cloud centers fail, look for movement at the edges, by movement I mean the edges appearing to curl or have a circular motion. Another really good sign of quality lift is when rainbow colors appear in these areas, hard to describe more than that, but once you learn this, you'll see it often. Use caution though, if this cloud is showing signs of decay, look to sides - especially up or downwind in 10kts or more wind.

Mid-sized Cumulus

Occupies a larger proportion of the sky, perhaps 4/8ths. Generally, when below half convection look for the cores under edges of clouds that are still in sunlight. It's always a good idea to stay high, so look for the darkest & most defined concave shape to them. This shows the strongest lift as it pushes up into the cloud and hasn't got time to condense to a flat base like the rest of the cloud. Ever noticed those 'daggy' bits that hang down in the middle? Typically go straight to them too, they indicate signs of stronger than average lift.

These are complex clouds with so many variables, but when there is a step in cloudbase, search under the higher part of the cloud. Be very wary when there is no sun on the ground, this sort of cloud can cause 'spread out' of the cloud, blocking off the heat to the ground. Especially when low, you'll have to watch for cycling of conditions. You may need to stop in something weaker to get back to a third of the convection height to get back in contact with the clouds again.

Large Cumulus

Normally indicated by an unstable airmass in the late afternoon - areas of overdevelopment can be expected. More than 4/8ths sky covered. Shadow alone is unlikely to starve the thermal because large cu suck air upwards. Crucial to study at great lengths because of large lift and sink areas.

Exploding tops should indicate the general area of rising energy. Same techniques as moderate cu to be used plus, look for climbs against the down-wind edges, and fly under cloud domes, like the concave description above.

You'll never stop learning about clouds, they are inherently interesting and forever changing, guess it's part of the reason why this wonderful sport never ceases to fail at rewarding us or having us scratch our heads yet again!



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.

TAILPIECE

Feedback from my Tailpiece last week indicated I needed to have explained better the changes that I was talking about. As I read the FAQs on the GNZ website, the original problem being solved is an

unsuitable and no longer fit for purpose training system. The FAQs explanation of why we needed a new training program is clear and understood. The problem I am addressing is in the implementation of the transition of existing glider pilots.

Perhaps I did not make it clear, but my main issue is, (or perhaps was), the lack of grandfathering. I started by noting the need to identify the problem before developing the solution. I also noted the need not to solve one problem by introducing a new problem. (for problem read issue or whatever you want to call it.) My readings of the Facts and MOAP revealed some anomalies, inconsistencies and inaccuracies that are troubling.

From the FAQs it seems to me the main, (and maybe the only), reason for not grandfathering is to prevent difficulties when a NZ pilot who has not done the FAI silver distance, wants to fly overseas. If (s)he has the FAI silver it translates directly and eases the path forward. By not grandfathering existing QGP to XCP you have shifted the problem from one group to another. Is it not better to solve the issue at source by making it clear to all that if you want to fly overseas you need FAI silver distance. We could easily have a category of PPL (G) to add to Task Pilot and Alpine pilot. That way those who want to fly overseas know what they have to do before they go. The problem is theirs rather than lump it onto a different group to make the effort to fill in and get approved an OPS 3A.

The typical flying folks do in summer on a good lift day will take them well beyond 10nm from the launch point (the MOAP definition of cross country). This is beyond what a Soaring pilot is allowed to do unless (s)he has case by case permission on the day, (more hoops to jump thru), or jumps thru the hoops to get awarded XCP.

My strong recommendation is to grandfather existing QGP to XCP, and make it very clear to all that to fly overseas they must do a FAI 50km (or is it the full silver?).

As an aside, in reading thru the FAQs and the changes to the MOAP, a few anomalies and contradictions came to my attention. I have not done enough work to decide if these are just a few minor things or are an indication that a deeper edit is required. I believe a deeper Peer review is required to provide an assurance of the coherence and accuracy of such an important program.

Small print: Tailpiece is the opinion of the editor and not necessarily the opinion of the ASC. However, last evening The Executive Committee endorsed the message being conveyed in Warm Air

Printing Conventions: any contribution will have the author's byline; anything in Italics is either a byline or an editor comment; Tailpiece is the editorial.

Duty Roster For Jul, Aug, Sep 20

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Jul	18	R WHITBY	P THORPE	R HEYNIKE	
	19	I BURR	R BURNS	D BELCHER	
	25	C DICKSON	I WOODFIELD	P THORPE	
	26	K JASICA	R CARSWELL	F MCKENZIE	
Aug	1	J DICKSON	A FLETCHER	A WILLIAMS	
	2	B MOORE	L PAGE	R HEYNIKE	
	8	S HAY	S WALLACE	R CARSWELL	
	9	K BHASHYAM	P THORPE	D BELCHER	
	15	G LEYLAND	R BURNS	P THORPE	
	16	I O'KEEFE	I WOODFIELD	F MCKENZIE	
	22	M MORAN	A FLETCHER	A WILLIAMS	
	23	T O'ROURKE	R CARSWELL	R HEYNIKE	
	29	R BAGCHI	L PAGE	R CARSWELL	
	30	T PRENTICE	S WALLACE	P THORPE	
Sep	5	R WHITBY	P THORPE	D BELCHER	
	6	I BURR	R BURNS	F MCKENZIE	
	12	C DICKSON	I WOODFIELD	A WILLIAMS	
	13	K JASICA	A FLETCHER	R HEYNIKE	
	19	J DICKSON	R CARSWELL	P THORPE	
	20	B MOORE	L PAGE	D BELCHER	
	26	S HAY	S WALLACE	R CARSWELL	
	27	K BHASHYAM	R BURNS	F MCKENZIE	