

WARM AIR 13 Mar 21

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: Derry Belcher

Duty Pilot Geoff Leyland

Sunday

Instructing: Ray Burns

Towing: Gus Cabre

Duty Pilot Ian O'Keefe

MEMBERS NEWS

SATURDAY

No flying, still in level three lockdown.

SUNDAY

We came out of level 3 at 0600 and could fly. Ray Burns was duty instructor but there was a decent wind blowing that looked turbulent. Spying baby instructor Izzy lurking, he promptly stiffed her with the day spouting some rubbish about stretching her experience in challenging conditions. He retired into the caravan. I hope he paid for the chocolate and Fanta. Izzy reports he did not share the chocolate.

Baby Instructor Izzy Burr was let loose into challenging conditions. This her story

The government very kindly let us out of lockdown Sunday morning allowing us to do a bit of flying, unfortunately the weather wasn't cooperating with 20kts of wind gusting 30. I arrived a bit after 10 to find NF out and DI'd and two students still keen to fly. Ray decided the day would be a good learning opportunity for me so I ended up doing all the instructing and he sat in the caravan listening to the controller tell people off. One note from this is to give the controller an accurate time depending on the conditions, it doesn't have to be 5 minutes if you're in strong sink (my bad).

Alex and I took off around 11 for a 2000ft tow, only to be down on the ground again in 10 minutes, so we opted for a 1500ft tow the second flight, figuring it was a good day to work on circuit planning in the strong winds. It wasn't an easy day with a bumpy tow to start with and followed up by strong sink forcing us to join the circuit almost straight from the tow, but he managed well and finished it off with a very smooth landing. The second flight was much the same, with some good decisions being made in the circuit after experiencing the effects of the wind in the first flight.

The second and last student for the day was Emilio, we decided on also working on circuit positioning with the strong winds, doing two 1500ft flights. He managed the flying very well both times, finishing up with a landing that would've easily gotten us into any paddock, we stopped less than 50m from our aiming point. For the second flight we managed to find the lift that occasionally turns up with the sink - a nice surprise - but came down again as Emilio had other things to do.

Last up was Lionel with a passenger, unfortunately the lift had disappeared, leaving them in strong sink for a very short sled ride back down to earth. Debrah, his passenger, seemed to enjoy herself at least. All

up it was a challenging day, but those who flew benefited a lot from experiencing conditions in which we normally wouldn't bother getting the glider out for.



GETTING LOW

It happens to all of us, but how we deal with it is very different for everybody. Some will roll over & resign to an out landing far too early, others will get hyper-focused & climb away in the smallest of bubbles. You make your own luck, though occasionally there's nothing you can do & you'll be on the ground regardless. So what can we do to avoid getting low? What can we do to deal with being low? How do we get away from being low?

Low while flying XC

Avoidance while racing. Looking out the window & being observant is the absolute key to this one. Whether you're on a task or seeking your 5hr duration for silver C, it's critical to your soaring success. On task, I'm looking well ahead, 50-100km if the visibility allows. You should have a target cloud ahead to climb in, then back up plans past it. What if the backup plans past your target cloud are possible 2-3kt looking scraps for 20km, then worse after that before it gets better again? Simply, at your target cloud, your target climb strength should be adjusted to 3kts (even though you're hoping for & should get 5kts!). Be patient, stay higher, cross the area of uncertainty, climb again in the stronger conditions down track.

Low while seeking duration

Avoidance while seeking duration. You're at the 4.5hr mark of your 5hr duration claim, the sky has fallen apart with no more chance to climb, you are going to land before your target, give in right & try another day? No!! Find yourself the least amount of sink possible, remember it takes a very long time to 'thermal down' in 0.1-0.5kt sink - it's also smooth, quite relaxing & rewarding too. If you're a competition pilot & first off tow, you can use this technique while your friends get towed up to help you!

Dealing with being low. It's happened, get over it. Any cursing & swearing, feeling of frustration is of no use to you right now, put it behind you & move on. One of the best things about climbing away & subsequently finishing your task after a low save is, you still have an average speed, you're still getting points, & you will soon land safely at your intended location. So having a clear, focused & determined mind is critical to climbing away.

Take the blinders off

Taking the blinkers (blinders) off. With your clear & focused mind, it's incredible what you can notice & feel from mother nature. Seeing a local soaring bird nearby suddenly becomes visible, or a bunch of birds launching out of the tree's below, trust them, fly over slowly, feel the sky, only make a turn when you're in lift, perhaps you'll need to park in the weak turbulent sink & wait for the bubble to come to you like the start of this article? Look for all the usual thermal trigger points that the textbooks, your instructor, or friends have spoken about over the years. The easiest trick I use to find a thermal when you've exhausted all other opportunities is to imagine yourself where you would most hate to be right now on the ground, usually, it is the hottest & most uncomfortable place to be barefoot. Go past every trigger source you can before committing to the field, link them all up as you inspect the field & position yourself for the (potential) landing.

Important! Stay within your own experience envelope, just because someone can break off into a field at 300', doesn't mean you can, always stay within your own capabilities.



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.



TOWPILOT SKILLS *This one is zen level Rex Carswell take a bow*



GLASFLUGEL LIBELLE 201B SHARE FOR SALE

Ill health forces me to sell my share in LIbelle 201B ZK GIV. This glider is based at Whenuapai in partnership of two. Easy to fly the Libelle has a good performance that in the right hands puts more modern machines to shame. Email Graham lake gclake@pl.net

TAILPIECE

Yes we are early but I am Out Course Marshaling Wednesday. The real thing at last. Hard to believe I started this journey in Sept 2019

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 Feb, Mar 21

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
	13	G LEYLAND	P THORPE	D BELCHER	
	14	I O'KEEFE	R BURNS	G CABRE	
	20	M MORAN	R CARSWELL	P THORPE	
	21	T O'ROURKE	L PAGE	F MCKENZIE	
	27	R BAGCHI	I WOODFIELD	R HEYNIKE	30 SQN ATC
	28	T PRENTICE	S WALLACE	R CARSWELL	30 SQN ATC