

WARM AIR 12 June 2021

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org

Bank Acct 38-9014-0625483-000

Saturday	Instructing: Rex Carswell
	Towing: Fletcher McKenzie
	Duty Pilot: Claire Dickson
Sunday	Instructing: Andrew Fletcher
	Towing: Gus Cabre
	Duty Pilot: Kazik Jasica

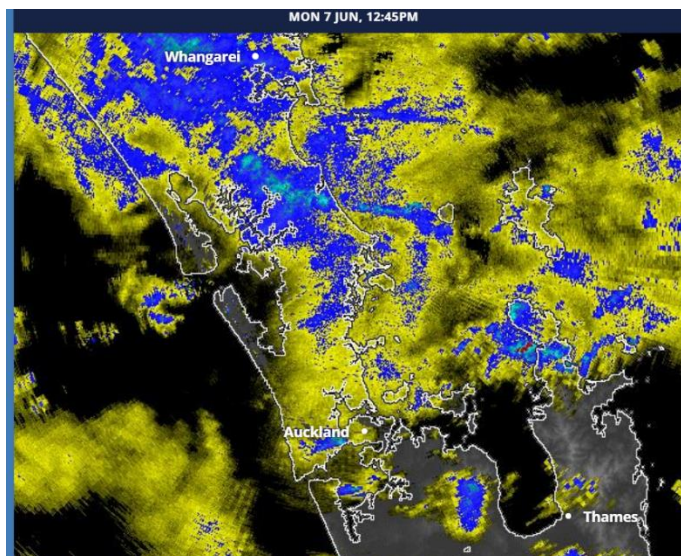
MEMBERS NEWS

Saturday & Sunday & Monday were Wet, Wet, Wet.

Ivor report that on Monday the following occurred

The forecast for Monday was for rain and strong gusty wind. So when I looked out in the morning I was not surprised to see rain. I talked with the tow pilot and we agreed that there would be no flying. I then talked with Base Ops who agreed, saying no-one else would be flying at the field either.

No one called to ask for me to open the hangar, so went out for a nice brunch at the new local Italian cafe.



Maybe this Weekend is looking more Promising!!!!



Did I hear jingle bells in the air.....**Mid-Winter Dinner**

It has been a while since we have got together for a social outing.

Where: Swanson RSA
663 Swanson Rd Swanson Waitakere 0612
<https://swansonrsa.co.nz/contact/>

When: Sunday 27th of June 2021 @ 1800

Cost: Adult \$31.00 per person.
Children \$1.00 per year of age.

Please go and check your diaries and with your other halves and let us know by next Wednesday.

Please RSVP kishan@bhashyam.co.nz / 0210 645 648 by Wednesday 16th June.

It would be GREAT to see you ALL. Look forward to hearing from you.

Well Done Toni

Toni is an active member in our club and was part of Youth Glide. We take great delight in seeing our once junior members progressing with their careers and getting recognition, particularly with the RNZAF or aviation related sector. Great work Toni.

CO 40 SQN WGCDR Lisa D'Oliveira presenting CPL Toni Thompson a CO 40 SQN Commendation for her contribution to the environment with the introduction of permanent water bottles for 40 SQN Ops and soon to be maintenance.




Lost and Found Department

One Leatherman Multi-Tool has been found on the weekend of the 22nd May at the club. If it is yours, please contact Ian, and you can be reunited.

Warm Air Publication Day Change Next Week.

Just note that Warm Air will be published next Thursday. Some reason work gets in the way sometimes. So don't fret!!!

Video Corner - Tim Bromhead takes on a Mountain Ride



Ride Along in a Glider Through Mountains 🏔️👉😄
3.8K views · 3 days ago

Pure Glide

Come along for a ride through the mountains of the South Island, New Zealand. I'll show you how to find massive sink and nearly ...

New 4K

[Ride Along in a Glider Through Mountains 🏔️👉😄 - YouTube](#)

Follow Stefan Langer in Europe

[900 KM Travel by Glider no Engine - Day 1 - YouTube](#)



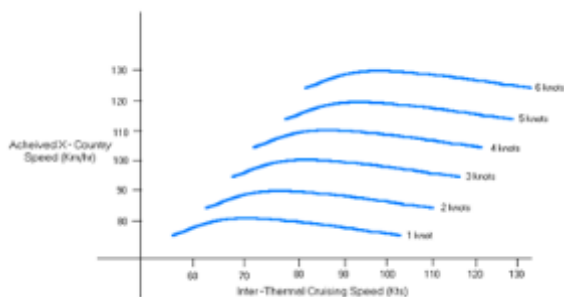
#travelbyglider
900 KM Travel by Glider no Engine - Day 1

Cruising Speed (Wings and Wheels Newsletter Article) Checkout their range of gliding gear at

[Soaring & Gliding Pilot Shop \(wingsandwheels.com\)](http://wingsandwheels.com)

Flying through a few of those weaker climbs and pushing on to the stronger ones will make a big difference in your overall speed.

Typically, when we start with our cross-country flying, we feel like we need to take every thermal, this habit is often a hard one to break. Even pilots who are quite experienced still want to stop and climb in thermals that are less than optimum. We have to be selective when it comes to increasing our overall achieved cross-country speeds. Take the below graph, it's for a typical 15m ballasted racing glider. If you increase your average thermal strength for the day from 3 knots to 4 knots, it will improve your speed from 100 kph to 110 kph. What do you have to remember though? These are achieved rates of climb from bottom to top, so as we've discussed in the past, we need to decide upon and then centre thermals quickly, which of course takes practice.



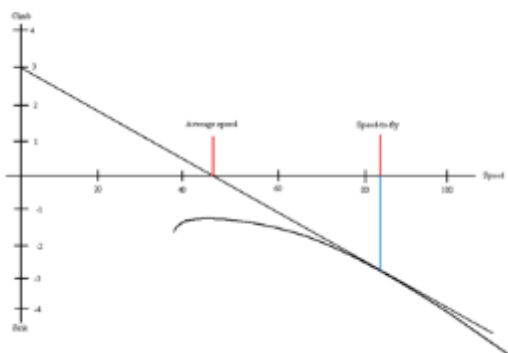
You can immediately see that it is obvious that flying through a few of those weaker climbs and pushing on to the stronger ones will make a big difference in your overall speed. Work hard at raising your confidence in being able to find that next climb, then secondly, really try to decide quickly before you commit to a turn.

Optimize Cruising Speed

From here we need to consider how fast to fly when cruising between thermals. We want to be able to arrive at a useful height to climb in the next strong thermal, but not so low that we are searching for a paddock - that is the worst! From the graph, 10 knots too fast or too slow will only mean a reduction in cross-country speed of 2 or 3 kph, no worries. Notice here that the loss is greater for flying way too slowly - flying significantly too fast does however increase your workload in finding better thermals more often. Now that we are armed with the knowledge that our chosen cruising speed is not so critical, we can look carefully at the terrain or sky ahead and decide where the next good climb may be. If it is far away, right at the limit of our range, we will need to travel more slowly, so that we don't have to stop short and use a weak thermal, which will drag our overall speed

down quite a lot. If it is close, we can push along fast and still be at a comfortable height to use it when we arrive.

I'm guessing that most of the USA is similar to Australia, we are generally blessed with consistent, predictable weather. If the last few climbs have been 5 or 6 knots, then it's likely that the next one will be as strong too. So it's reasonably easy to pass up a 3-4 knotter on the way, and still, be confident of staying within the chosen ideal height band as we discussed in previous articles. Given this, we can use the following graph to decide on our cruising speed for the day. Remember, this is for a typical ballasted 15 metre glider. You can re-create this graph by taking the published polar of your glider & plotting it yourself. To get the speeds to stick, you may want to draw up a table of cruising speeds for given climb rates, and stick it on your panel. They aren't that important, but they will help with a 'block speed' to work with initially. What is more important is to be looking out the front and deciding whether you can push up the cruise speed, or extend the glide



'Block speeds'

Effectively this is where the aim is to cruise at a more or less steady speed between climbs, with only small variations when in lift or sink. If you fly block speeds then the wing doesn't have to work as hard, because pulling up and pushing over, is wasteful energy by the classic McCready theory. It is almost impossible, even for the very best pilots, to anticipate the edge of good and bad air and to react accordingly. So smooth, steady cruising is what we are looking for - keeping up the momentum and establishing a comfortable rhythm throughout the flight is the most important.

If you work hard at this, be disciplined about your thermal selection, then this is an area that you will make your biggest gains. 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.

Join here: <https://wingsandwheels.com/newsletter>

Classifieds

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



Duty Roster For Apr,May,Jun

Month	Date	Duty Pilot	Instructor	Tow Pilot	Notes
Apr	10	R-WHITBY	S-WALLACE	F-MCKENZIE	
-	11	I-BURR	I-WOODFIELD	G-CABRE	30 SQN ATC
-	17	C-DICKSON	P-THORPE	F-MCKENZIE	
-	18	K-JASICA	R-BURNS	D-BELCHER	
Anzac-Week	24	J-DICKSON	L-PAGE	P-THORPE	
	25	S-HAY	I-WOODFIELD	F-MCKENZIE	
	26	K-BHASHYAM	A-FLETCHER	G-CABRE	
May	1	K-PILLAI	R-CARSWELL	D-BELCHER	
-	2	G-LEYLAND	S-WALLACE	P-THORPE	
-	8	I-O'KEEFE	P-THORPE	R-CARSWELL	
-	9	M-MORAN	R-BURNS	F-MCKENZIE	
-	15	T-O'ROURKE	L-PAGE	R-HEYNIKE	
-	16	R-BAGCHI	I-WOODFIELD	G-CABRE	
	22	T-PRENTICE	A-FLETCHER	P-THORPE	
	23	C-BEST	I-WOODFIELD	R-HEYNIKE	
	29	E-LEAL-SCHWENKE	S-WALLACE	R-CARSWELL	
	30	R-MCMILLAN	R-BURNS	D-BELCHER	
Queens Birth	5	A-MICHAEL	R-BURNS	F-MCKENZIE	
	6	R-WHITBY	L-PAGE	D-BELCHER	
	7	I-BURR	I-WOODFIELD	R-HEYNIKE	
Jun	12	C-DICKSON	R-CARSWELL	F-MCKENZIE	
	13	K-JASICA	A-FLETCHER	G-CABRE	
	19	J-DICKSON	S-WALLACE	R-CARSWELL	
	20	S-HAY	R-BURNS	D-BELCHER	
	26	K-BHASHYAM	I-WOODFIELD	R-HEYNIKE	
	27	K-PILLAI	L-PAGE	G-CABRE	