

AGC Weekly News

Weekend Roster

Saturday

Flying at Matamata

Tug Pilot: Not rostered

Instructors: Paul O'Neill-Gregory, Christian Derold

Duty Pilot: AJ Dudley

Sunday

Flying at Matamata

Tug Pilot: Not rostered

Winch Driver: Not rostered

Instructors: Norm Duke, Anton Lawrence

Duty Pilot: Allen Pendergrast

Seven Ways to Add XC Distance

By Adam Woolley
Courtesy Wings & Wheels, USA

1. Use the First Thermals

If you want to attempt 750km or farther, then you'll need to be taking off on the first thermals. You may spend the first hour or two below 3000', this may mean that you can fly an extra 50km farther at the start of the day. It's certainly better than falling short this distance in the afternoon. So practice your skills in the lower levels. This is a necessary skill for someone who likes to fly long, it may come in handy in getting you home at a competition too!

2. Keep a Task Library

Some people during their off time use a computer application to make a library up of potential tasks for the weather patterns to be expected, this helps them select a better task for the day when it arises, keeps their routine intact, and gives them more time to prepare in other areas of their busy morning.

3. Use other gliders' Thermals

If there are other gliders around or on your route, then use their thermals as well as your own. We spoke about being proficient at joining other gliders recently, you'll need this skill in order to maximise this benefit. The reason, frequently you will find other thermals, lines of energy, or weak lift along this route. Try to remember where the last glider was thermalling too should they leave, if there was a thermal there before, it's likely to still be there when you arrive. You may even be able to find the thermal pattern of the day this way too

4. Fine Tune MacCready Setting

If you're finding yourself getting low all the time, this is a simple one, set the MacCready back and

fly a little slower. Alternatively, if you are always getting higher, increase the MacCready. Finding the balance will have you soaring in a comfortable and optimal height band.

5. Calculate ETA

Check your progress against your plan. You'll need to know when the last thermals are expected in your region, then you'll need some way of calculating your ETA back at the home base using a flight computer. It may be more productive to treat the flight as a practice run than to push on for a certain outlanding. Outlandings can cause a lot of fatigue, they can also stop you from flying a long flight or even at all the next day.

6. Optimize Turnpoint Approach

When you're approaching a turnpoint, we must consider the wind. Typically, 10km from a TP when transitioning from a tailwind to a headwind leg, we should be looking to climb, this way you'll drift into the turnpoint, gaining all-important distance. The same goes for the opposite, we should be looking to climb after the turnpoint when transitioning to a tailwind.

There are risks associated with this though, as getting too low in order to gain the advantage of the wind drift, in this case, may drop you below the workable thermal height band and risk the whole flight.

If the wind is negligible, I like to turn high at a turnpoint. For me, this gives me a fresh start on the next leg. The other advantages are that you have longer to work out the thermal patterns and reading of the clouds from higher up. Be cautious regardless, as the frequency that you find the

thermals will now change, you may find more and end higher up (increase the MC), or you may find less and need to slow down a little.

7. Final Glide

Final glide, don't be too eager to get onto final glide. Just fly the way you have been all day. The fastest final glides are when they almost surprise you that you're on slope.

Finally, don't forget to make a plan for your circuit to land, a good flight doesn't end until you're safely on the ground and the glider tucked away ready for another day.

Happy Soaring!

Gerard's Internet Picks

<https://www.youtube.com/watch?v=Gp98-mly3AI>



https://www.schempp-hirth.com/fileadmin/Minimoa/Minimoa_Sn6.pdf