

WARM AIR August 2024

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

www.ascgliding.org [ASC Gliding | Facebook](#)

Bank Acct 38-9014-0625483-000

Saturday 24 Aug	Instructing: Towing: Duty Pilot	A Fletcher P Thorpe T Prentice	(ATC 30 SQD.... Early Start Please)
Sunday 25 Aug	Instructing: Towing: Duty Pilot	L Page R Heynike C Best	

MEMBERS NEWS

In this edition of Warm Air

Club News

Weekend Reports

Roster

Thank you for the pictures, stories and contributions from members!

Club News

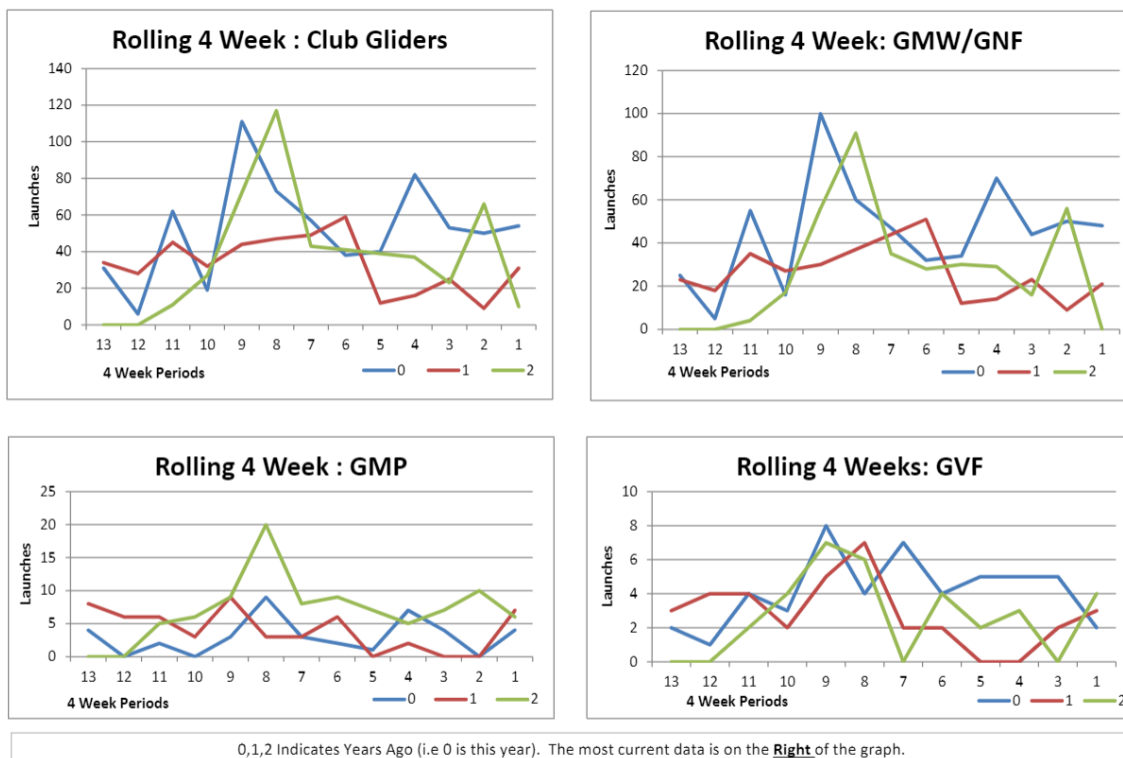
Hi folks, well another month has passed, and we are creeping closer to summer and the soaring season. We are still doing a good number of training flights, even if they are circuits.

Some members have even managed to go a little further away from circuit practice. Alex airing MP



Significantly better than last season.

Utilisation Stats - Our CFI loves data and provides detailed statistics as shown below. It tends to look like my savings and spending over a month.....



Air Training Cadets

Throughout the rest of this year ATC will have a small group of 6 students attending first thing in the morning for air experience training flights in our Grob 103 NF. The plan is to have launches ready to go around 9amish to allow that segment of training to be completed prior to midday, and allowing the glider to be available for club members. So, if you are rostered on and ATC Cadets are programmed (most Sundays, except this weekend, this Saturday) please be at the club prior to 8:30am to get things moving and ready.

GVF Radio

The club has purchased a new radio Dittel FSG 71M to replace the current broken one. This will be installed prior to Labour weekend. We were fortunate to obtain this second hand but near new unit from Bruce Drake Aviation (great service and support) and at a significant reduced cost compared to purchasing new.

Timesheets update

The software computer programmer geeks have upgraded the Timesheet system. Nothing dramatic to worry about, but here is some info on those changes. Ray Burns tells us what he has done!

Duty Pilots:

Be aware that there have been quite a number of changes to the system this week, however there are only two that "should" affect flight recording:

- ATC flights in GNW should now automatically set the payment details.
- The "payer" field is now a fixed drop down list. You can no longer type whatever you like. INITIAL Trial flights should be set to "Trial Flight". Normal members should appear on the list. If you cannot find someone in the list select "OTHER CLUB MEMBER".

Under the covers there have been a lot of other changes. If you have any problems please let me know preferably via email. It is most helpful to me if you can include the time the problem occurred as that helps me locate it in the log.

Downwind Flyers - Nice photo of the lads..... thanks Kazik for the photo



Where would we be without a Rainbow to end the soaring day. (thanks, Alex, for the photo)



Climbing Better

Wings & Wheels Newsletter



Everyone wants to get the most out of climbing in a thermal. Maximizing thermal climb rate is easier said than done. Climbing well requires precise airspeed control with an optimal turn radius. Airspeed control is only one factor in your turn radius. Shallowing and steepening up your turn is necessary to find and stay in the core. Shallowing up too much will put you outside the thermal. If you are too steep, airspeed gets too high. Let's look into some details on how to climb better.

Shallowing

While focusing on thermal centering, I find students shallowing out at a nearly flat bank angle. If you have been working on centering, it is probably not there. Sometimes, there is a horizontal shift in the thermal, but I rarely find nearing the top of the thermal to shallow to a 5-degree bank angle and circle in the sink to be of any benefit. Just leave.

Spiral Diving

If you can lose 5 knots of airspeed, you should probably shallow the bank angle and do so. It will be more efficient than trying to thermal at a 60-degree bank angle while accelerating through 60 knots. But I find it common for pilots to slowly let the speed and bank angle increase, and before you notice, we are just doing giant spirals with a high rate of descent on the outside of the thermal core.

ASI control

The best way to get your speed in control is to stop looking at the airspeed indicator. Watch the nose in relation to the horizon. Do what it takes to keep the nose on the horizon. Many pilots are shy using aft elevator to stop the elliptical pattern with the nose. You can use the control input necessary to make the glider do what you want. This also means that sometimes you must push forward on the stick and occasionally hit the aft limit of travel.

As you enter and exit the lift, you will see a definite change in the nose with the horizon. You will also notice a slight airspeed change. If you chase the airspeed indicator, this will result in PIO (pilot-induced oscillation). Not to the extent that you might see a bad landing, but one where the airspeed varies 5-10knts and the turn radius varies by 100ft. If your thermal tracks never connect, it is hard to know where the thermal is if you are accidentally diving away from it.

Remember that airspeed is one factor in your turn radius. Therefore, if you continue to change your airspeed, your turn radius will continue to vary. We are attempting to center the thermal

What topic do you want to see in an upcoming newsletter? Email us sales@wingsandwheels.com



Garret Willat holds a flight instructor rating with over 8000 hours in sailplanes. His parents have owned Sky Sailing Inc. since 1979. He started instructing the day after his 18th birthday. Since then, Garret has represented the US Junior team in 2003 and 2005. He graduated from Embry-Riddle with a bachelor's degree in Professional Aeronautics. Garret represented the US Open Class team in 2008 and 2010 and the Club Class team in 2014. Garret has won 3 US National Championships.

by adjusting the turn radius. If you change the bank angle and airspeed, the turn radius is going to have significant changes, possibly not in the direction you want to go.

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

<https://wingsandwheels.com/>

Duty Roster For Jul, Aug ,Sept

Month	Date	Duty Pilot	Instructor	Tow Pilot
Aug	24	T PRENTICE	A FLETCHER	P THORPE
	25	C BEST	L PAGE	R HEYNIKE
	31	S CHAND	S WALLACE	G CABRE
Sep	1	S FOREMAN	P THORPE	R BURNS
	7	B GAMBARO	I BURR	R CARSWELL
	8	A MICHAEL	R BURNS	G CABRE
	14	G STANFIELD	I WOODFIELD	P THORPE
	15	B HINDS	A FLETCHER	R BURNS
	21	K JASICA	L PAGE	R HEYNIKE
	22	I KHRIPUNOV	S WALLACE	G CABRE
	28	F FOX	A FLETCHER	R CARSWELL
	29	C HAYWARD-SLATTERY	I BURR	R HEYNIKE