

WARM AIR Sept 28 2024

Aviation Sports Club Gliding Newsletter

THIS WEEKEND:

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

Bank Acct 38-9014-0625483-000

Saturday 28 Sept	Instructing: Towing: Duty Pilot	A Fletcher R Carswell F Fox	
Sunday 29 Sept	Instructing: Towing: Duty Pilot	I Burr R Heynike C Hayward-Slattery	(ATC 30 SQD.... Early Start Please)

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

Another good weekend of soaring was had. And hopefully this coming weekend is looking even better weather wise.

Labour Weekend 26th – 28th October 2024

The club is intending to head down to Matamata for Labour Weekend. So, note this in your diaries and get planning. We will be needing to know numbers intending to go, who can take trailers and other gear. We will send more details out sooner to the time.

Also, there is the opportunity for a member to ferry via Aerotow the twin down to Matamata on the Saturday morning. So, if you are interested, please let the CFI know. The twin NF will remain down at Matamata following the long weekend to be derigged and taken to Derry's workshop down the road for her annuals. And she will be trailered home after that.

Annual General Meeting / Start of Season Safety Brief 19th Oct Saturday 10am

Another 12 months has rolled around for the AGM and Season Safety Brief. This will be held on **Saturday 19th Oct, 10am at the Skyline Shed**. The treasurer says we have enough dosh for a BBQ and a sausage or three as well. So, remember the Safety Brief is compulsory and if you are keen please put your hand up to be on the committee. Fresh ideas and involvement are greatly welcome.

Trophy

Our CFI is collecting various trophies for upcoming presentations at the AGM. He is even polishing them. However, we are missing the Roy Evans Trophy. So if you have it, can you let Ray know.

Weekend Reports

Saturday – Lionel Page reports

Well first up was 30 Squadron Air Training Cadets and our first launch was at 9:45am. Following that there was a little bit of breather while an air force aircraft did some circuits. Soon enough we were back into the air with club member training. Al was first in the queue and continued his training exercises with tow signals, even got in some thermalling and on the return to mother earth did a baulked approach and finished that off with a rather nice landing to complete a successful training sortie.

Ben Sly and Cassian went solo, and both did a fine job. Then the girls decided to kick the boys out, and Issy and Gaelle took NF for a soar. And to mix in some engine noise I jumped into Grob 109 flying while they did that. And finally, Ryan had some flights later in the day with the setting sun in his eyes. Although challenging he handled it very well. A reminder to clean those canopies, it makes such a difference.

All in all, a very good day. Thanks everyone for their help.



Sunday – Steve Wallace reports

Forecast was for fine weather, 10-12kts straight down the 26 vector with average thermal activity between about 12pm to 4pm which is pretty much what was delivered. Six 5sqn ATC cadets well organised by Phil Scarborough meant an early start. We had all the cadets done and dusted by midday which meant the afternoon was free for club flying. The weather was perfect for Ben Sly to convert into the PW5 and after an initial 15-minute first sortie, Ben got away for a 1hr 17min flight which was a great start to single seat flying for Ben. Dave Todd in BZ and Alex Michael in MP also made good use of the best part of the day with flights of around 1hr 40mins. On the training side Al did a great job getting away from 1,500' for a 30 minute flight to get one more exercise signed off before his first solo which can't be far away now. Anton and Lev, father and son possible new club members were out for their third flights and the day finished with Jonathan Pote enjoying a late afternoon fly in the post thermal sky. All in all a nice busy spring day.



Steve

Well done Ben, awesome effort and now into the mighty PW5.....

Canterbury Gliding Club's new machine

Just saw this on Youtube, brand spanking new DG1001 Neo.....

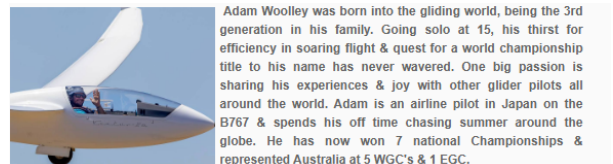
[New Club Glider Unveiling! \(youtube.com\)](https://www.youtube.com/watch?v=...)

Isn't it a beauty. ASC Gliding does have a Give a Lot Page if you are so inclined. (just kidding sorta)

Navigating the Best Lift Underneath Cumulus

Clouds

By Adam Woolley



Cumulus clouds form when warm air rises, cools, and condenses into visible water droplets. Beneath these clouds, thermals create upward-moving air currents that we, as glider pilots, use to gain precious altitude. However, not all areas under a cumulus cloud will provide equal lift, and the challenge is determining where the strongest thermals are!

Factors in Identifying the Best Lift

1. Cloud Development and Shape

The first step in locating lift is analysing the development and shape of the cumulus cloud. A newly forming cumulus cloud usually offers the best lift, which signals an active thermal underneath. These clouds appear crisp, with well-defined edges and a cauliflower-like structure. In contrast, an older, decaying cloud has softer, less defined edges and may no longer indicate strong thermals as the rising air has already begun to dissipate.

So, always look for growing cumulus clouds with sharp features. These are more likely to have strong, sustained thermals beneath them.

2. The Upwind Side of the Cloud

Thermals are often influenced by wind direction. Air masses moving across the ground may affect where the thermal column rises beneath a cloud. In most cases, the strongest lift is found on the upwind side of the cumulus cloud. This is where the thermal initially forms and pushes upwards before the wind tilts the thermal column downwind.

To locate the upwind side, observe the cloud's movement in relation to the ground or look at wind indicators, such as farmers' lakes, smoke/dust, or surface winds. Position yourself on the upwind side of the cloud, where the thermal is most likely to be intact and rising strongly.

3. Cloud Streets and Alignments

Cumulus clouds often form in linear arrangements called "cloud streets," which are aligned with the wind direction... These streets indicate long, continuous thermals providing sustained lift over a greater distance. Using a dolphining technique, we can use cloud streets to cover large areas without losing altitude. The best lift within a cloud street is usually found under the newest and most defined cumulus clouds along the line, typically on the upwind edge of the street. Flying along a convergence line? Usually, you'll find the strongest lift under the darkest flattest area (up to 5km from →) rather than right up against the cloud base that is seemingly much lower.

4. Ground Features

The terrain beneath the cloud also plays a critical role in identifying thermals. Certain ground features absorb more heat and are more likely to generate thermals. Dark fields, asphalt roads, dry lakes, and other areas that heat up faster than their surroundings create rising air currents, which may eventually lead to cumulus cloud formation. Observing the terrain under the cloud lets you anticipate where thermals are most likely to form.

Thermals tend to be stronger over areas of varied terrain or boundaries between different surface types, such as where a forest meets an open field.

Additional Considerations

1. Time of Day: Thermals are strongest in the late morning to early afternoon when the ground has had time to heat up but before the atmosphere becomes too unstable.

2. Cloud Spacing: Well-spaced cumulus clouds indicate individual thermals, while tightly clustered clouds may suggest weaker lift as thermals compete for air. A great rule of thumb is that the distance between the best thermals is 2 x the height of the cloud base.

To find the best lift under a cumulus cloud, start by analyzing the cloud's development, locating the upwind side, and noting cloud streets and ground features. Newly forming clouds with crisp edges offer the best thermals, and understanding wind direction helps pinpoint where the strongest lift will be. With practice, locating the strongest cores greatly helps optimize our flight, racing speeds, confidence, and enjoyment!

Safe circles, as always :)

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



Central Plateau Comp.

2024 – Centennial Park, TAUPO

It is almost time to kick off the soaring season! Come and join us at Centennial Park for the Central Plateau Soaring Competition. Whether you are a novice or an experienced competition pilot there will be tasks to suit everyone.

Saturday 2nd November – Saturday 9th November
Practice Day – Saturday 2nd
Start date – Sunday 3rd

Contest Director: Hugh de Lautour

Early Bird Entry Closes – 25th October 2024

Camping and Accommodation available.

For more information contact **Trace Austin** on
0220 289 842 or traceaustin@hotmail.com

Taupo – located in the heart of the North Island. It is a playground, not only for soaring pilots but the whole family.

Attractions:

Skydiving
Bungy Jumping
Golf
Fishing
Water Sports
Shopping
Tramping, plus lots more.....

Bring the whole family.

Early Bird – Get your entry in and paid for by the due date and enter the draw for Supercar Tickets.



Duty Roster For Jul, Aug ,Sept

Month	Date	Duty Pilot	Instructor	Tow Pilot
Sep	28	F FOX	A FLETCHER	R CARSWELL
	29	C HAYWARD-SLATTERY	I BURR	R HEYNIKE

New Roster

Duty Roster For Oct,Nov,Dec

Month	Date	Duty Pilot	Instructor	Tow Pilot
Oct	5	A JAVAREMI	P THORPE	R HEYNIKE
	6	M KUYS	R BURNS	R CARSWELL
	12	P SCARBOROUGH	I WOODFIELD	P THORPE
	13	M WEYNA	S WALLACE	R BURNS
	19	D MCGOWAN	L PAGE	G CABRE
	20	K BHASHYAM	A FLETCHER	R HEYNIKE
Labour Weekend	26	I O'KEEFE	L PAGE	R BURNS
	27	T PRENTICE	S WALLACE	R HEYNIKE
	28	C BEST	L PAGE	P THORPE
Nov	2	S CHAND	I BURR	R CARSWELL
	3	S FOREMAN	A FLETCHER	P THORPE
	9	B GAMBARO	I WOODFIELD	R BURNS
	10	A MICHAEL	A FLETCHER	G CABRE

	16	G STANFIELD	P THORPE	R HEYNIKE
	17	K JASICA	S WALLACE	R CARSWELL
	23	I KHRIPUNOV	L PAGE	G CABRE
	24	C HAYWARD-SLATTERY	R BURNS	R CARSWELL
	30	A JAVAREMI	I BURR	R BURNS
Dec	1	M KUYS	I WOODFIELD	P THORPE
	7	P SCARBOROUGH	A FLETCHER	R HEYNIKE
	8	M WEYNA	S WALLACE	G CABRE
	14	D MCGOWAN	L PAGE	R CARSWELL
	15	K BHASHYAM	P THORPE	R BURNS
	21	I O'KEEFE	R BURNS	R HEYNIKE
	22	T PRENTICE	I BURR	G CABRE