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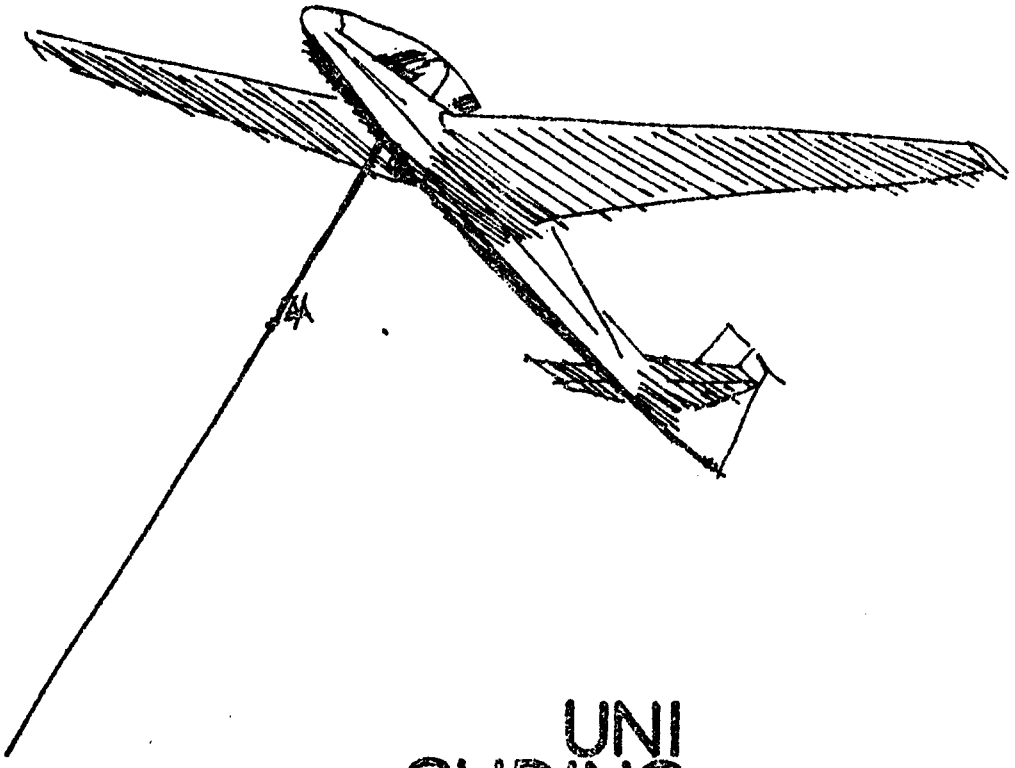


UNI GLIDING NEWSLETTER

VOLUME 4 NO.9

SOARING TO WIN

GEORGE MOFFAT

ATTITUDES THAT WIN

The secret weapon of those who win soaring contests — or anything else for that matter — is a positive attitude. Its importance varies from useful to essential in direct relationship to the difficulty of the competition. In a local meet, skills and a good ship will win over the 1-26 driver with the most gung-ho attitude in the world. However, in the big leagues — National and World Championships — attitude is almost always the deciding factor, since the few really top pilots have almost identical skills and equipment. Let's take a look at some common negative attitudes about competition and what can be done about them.

Fixations on certain types of weather cause the downfall (literally!) of many. This is especially common in Western pilots who tend to feel that it is somehow unfair to fly on less than 500-fpm days. When these pilots come to the East they spend a lot of time wishing for a decent day and often tend merely to try and survive until that magic moment comes along. Meantime, the Karl Striediecks and Dick Johnsons have been really trying to *win* each day, racking up so many points that they are untouchable even if the magic "good day" finally arrives. Just because you are only averaging 35 mph doesn't mean the day isn't worth a thousand points.

The cure? *Consciously practice in poor weather; don't just leave the bird in the box.* If it's really bad, practice thermaling in gaggles. Do not just stay in the same thermal all afternoon. Head out for an area that should produce a thermal and see what happens. No points are awarded for just shuttling around the various house thermals or stealing other people's! Toward the end of a flight try coming in under a gaggle at 500 feet and see if you can get away. On slightly better days set up a 15-mile triangle with the airport in the center and race around it for time. If the lift is over 150 fpm and the base over 2000 feet, try some short cross-countries. You will be doing them in contests; they're less scary with a bit of practice.

Eastern pilots are often spooked by the wide open and long stretches of unlandable western spaces. At Marana during the 9th Standard Class Championships most of the Eastern contingent stayed high and nervous the first four days while Les Horvath was racking up the points by really driving. By the time the Easterners realized it wasn't as hairy as it looked and started doing well, Les had the contest bagged. A serious contest pilot must fly in as many types of terrain as possible.

Do your level best to think positively about the equipment. By all means arrive with the best ship and instruments possible, but once at the meet, concentrate on making what you have go, not on excuses. Fancy instruments are nice but only essential if you think they are. Helmut Reichmann and I have won two world championships each with PZL varios as primary. Of the eight national and international contests I have won in the last ten years, five have been in borrowed ships, often ones in which I had very little experience. Sure, it would be nice to always fly a ship you have been tuning for three years, but, especially in world contests, you often fly what's available.

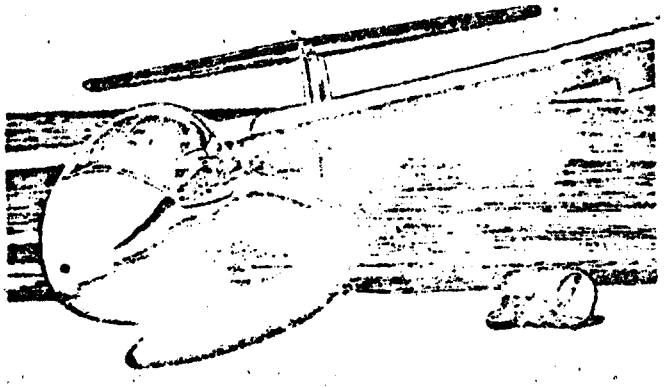
It's very easy to get psyched out on a day that looks good but doesn't seem to pan out. Last year at Ephrata on the second day I tried cloud after good-looking cloud as we neared the big dust storm. Few had even 50 fpm lift. It's very easy under such circumstances to feel that everyone else must be getting super lift and be lured into doing something stupid. All this goes double if the area you have just left is really cooking. Keep in mind that the single most essential skill in contest flying is the ability to recognize and adjust for new conditions — gear changing. Don't waste a lot of time feeling sorry for yourself because the day is slowing down. Conversely, don't keep tiptoeing along for half an hour after you have entered a better air mass.

Don't be a minnow. There are times when only a fool voluntarily flies by himself. When the lift is under 100 fpm and the ceiling under 2000 feet, flying alone is slow. Ninety percent of the time, however, the minnow-pack route is slow. Good pilots don't follow; they believe in themselves. Those who win are absolutely convinced that they are giving more than they get in "fleet flying." I can't recall a single minnow who has gone on to become a top-level pilot. Often they will manage to score in the top ten by assiduous following, but to win is to lead, and they don't know how. Following well-known pilots can be a great learning device in early contests, but if it becomes a crutch there is no chance of ever being outstanding. And ears would curl to hear what the top pilots say about these airborne leeches.

The chap with the right attitude is too busy trying to win to do much following. Not just to win the contests, but to win the day and each part of the day. The winner starts winning even before the start. Get the *most* information; learn the location and cycling frequency of that all-important first thermal. Check thermal strengths over the first few miles of the course. Don't just sit there gaggling around. Win the start. A perfect start will get you 100 feet on the chap who settles for a mediocre one. Go for broke in each thermal. Don't just relax in the formation. Pass people. Thermaling's easy. Use at least half your mind to plan ahead. Slow is getting to the top of a thermal with no ideas where to go next. Going all the way to the top of a thermal is slow. Unless it's survival, peel out as soon as the lift begins to wane. Don't wait to see what the others do; they're probably dithering about waiting to see what *you'll* do.

The right attitude? Be optimistic. If the weather is weak, look at it as a chance to make big point gains on the competition, points you couldn't make on the days when everyone gets home in a bunch.

After 30 years of competing seriously in three sports, I've noticed a general principle. There are those who go out to get, and those who go out to get got. Once in a World Championship years ago I knew I had no more worries when the second place pilot came up to me on the final day and said, "George, what are we going to do about that Frenchman?" As soon as I knew that he was more worried about being overtaken by the third place pilot than about beating me, I knew my troubles were over.



CAMPS THE FOLLOWING CAMPS ARE GOING TO BE HELD.

MON 10TH DEC — SUN 16TH DEC (MAINLY TRAINING)
WED 26TH DEC — TUE [redacted]ST JAN (MAINLY X-C)
WED 2ND JAN — TUE 8TH JAN (MAINLY TRAINING)
MON 4TH FEB — SUN 10TH FEB (TRAINING AND X-C)

O CAMPS ARE FRI 29TH FEB - SUN 2ND MAR
FRI 7TH MAR - SUN 9TH MAR

PASSENGER LONG WEEKEND SAT 26TH SUN 27TH
& MON 28TH (AUSTRALIA DAY)

ALL OTHER WEEKEND WILL BE FLYING AS NORMAL

CONSEQUENTLY WINCH DRIVERS WILL BE NEEDED ON ALL THESE DAYS WOULD ALL WINCH DRIVERS PLEASE SEND ME (MARK FORSTER 37 CRONULLA AVE REDWOOD PK T.T.G 5097)

A LIST OF WHICH OF THESE DAYS THEY CANNOT DRIVE I WILL THEN ORGANISE A ROSTER WHICH WILL BE POSTED BACK [illegible]

DAILY INSPECTIONS

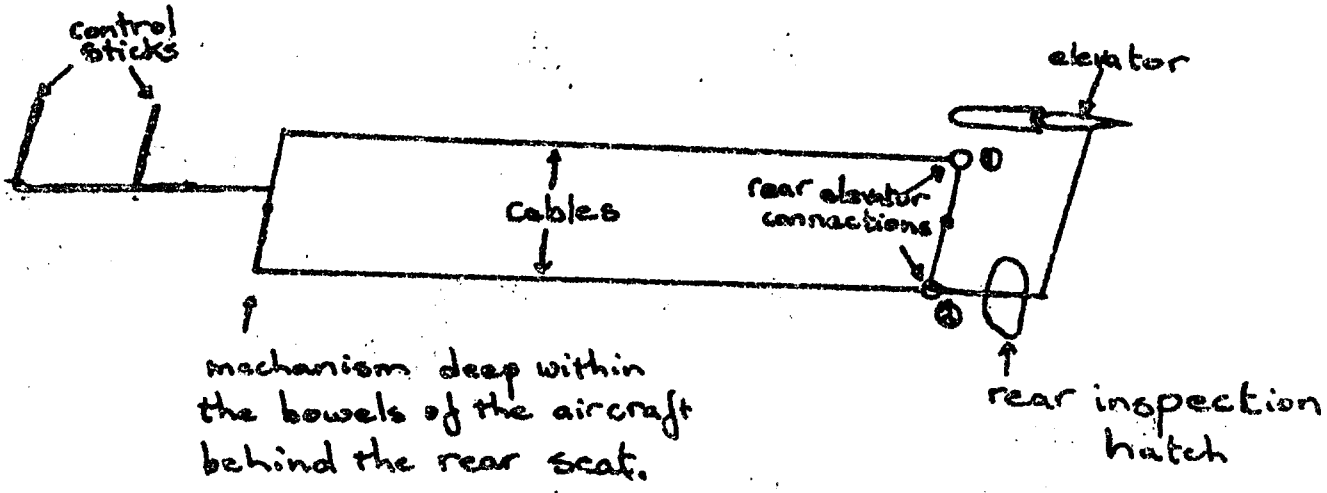
With any aircraft:

1. all split pins, pip pins, nuts + bolts must be checked
2. all inspection panels and hatches must be opened and everything inside checked - this includes all pins, nuts + bolts, cranks, rods + cables and state of the woodwork.
3. all connections must be checked.

In the Bocian this includes:

1. both hatches on the top surface of each wing root (one needs a screwdriver).
2. rear elevator connections (as shown below).

Stylised drawing of rear elevator connection.



Connections:

① Extremely difficult to see -needs a torch.

② Much easier to see.

Both MUST examined during every D.I.

Failure to do so meant that the pin at connection ① was just about to fall out. If it had, it may have cost someone's life! YOURS??

Wing Signals

The new wing signals have been in operation since the August camp but they are not being used all the time and are not being done properly when used.

The new signals are:

1. Take up slack
   - level the wings

2. All out (just before the slack is fully taken up)
   - rock the wings twice

1. - Going over head first
2. - then right down to the gr
3. - and as high as possible
4. - before levelling wings for launch.

3. Abort
   - Wing on the ground.

N.B.: If the "all out" signal is given at the correct time the winch driver will be able to move sm from taking up slack to all out without hav to use the brake - causing less cable break

ADELAIDE UNIVERSITY GLIDING CLUB

Bordertown comp 1st W/E

After a struggle to beat the logistics problem of getting 3 people 2 gliders and 2 oars from all over the city and countryside to a place over 200 km away, Dene, Emilis and I arrived at Bordertown on Friday night ready for the competition beginning the next day. Other clubs could learn from the friendly atmosphere that greeted us.

Saturday morning. Bordertown G.C. - Keith - Pinaroo intersection - B.G.C. 93 km was set. Twice around for open and standard and once for us sports class. Weather was fair with thermals forecast to 3-3500ft. The Sports Class was last to launch and as we sat watching the "plastic toys" struggle away we wondered if $10 launch fee and $4 a try fee was a bit much. The word "winch" was muttered several times by this crazed little group. Horsham's Blanik was amongst the first to go and the sight of it struggling at 500 - 600 and being blown north of the field once again caused some groans.

Eventually however we all launched. After the longest tow of my life - I'm sure we were actually going down at one stage - behind a low powered tug - I dropped straight into a 3 - 4 kt thermal and promptly rose to 3000'. The Boomerang and EPZ entered miles below me and promptly joined me. At the time we were the only 3 who got away in Sports Class.

The task was a bit of a struggle but things picked up as the day went on. Chris Deardon in The Super Goose streaked home averaging 63 k.p.h. It was a close struggle for 2nd and 3rd at that stage. After handicap Emilis beat me by 0.8 k.p.h. We eventually came 3rd and 4th after Horsham's Blanik, which had began much later in the day, also made it around. 2 other Blaniks, 86 and the Cherokee had not been able to get away. The Sports Class competitors did fairly well in comparison to the higher classes. Standard class winner averaged only 4 k.p.h. more than Sports Class.

Sunday. We should have stayed in bed although we naturally hoped that the clag and drizzle would go away.

The word "winch" was again muttered, this time in briefing only to be poo-pahed by some who know better. It was easy to tell who was from which club. One sidelight of this was someone who told Emilis that $10 or even $20 was not too much for a launch since he was spending $80 staying in Bordertown in a Motel for the weekend. You can imagine how impressed Emilis was with that.

Tasks were set but no-one even bothered to launch and we packed up - Dene to stay for the week and get some flying in as practice for the 2nd W/E and Emilis the Arrow, and I to set off for home.

Disappointing you might say - all that way for one flight. I assure you that the sight of Bordertown airfield approaching at 90 knots on final glide after a 2 hour struggle of staying aloft, navigating (imagine setting a round junction in the middle of no-where as a turn point) and picking the next landable field was well worth it. Everyone should try it.

Oh yeh - I also forgot to mention: We found someone who snores louder than the infamous Graham Parker. Dene Emilis and I were surrounded by 3 snorers for the 2 nights and one of them rivalled the recent thunderstorms. You'll have to improve G.P.

I also hear that the Phantoms column is good this issue. Please save me a copy for when I get back from O/S.

G.N.

P.S. Many thanks to Don and associates for derigging the Arrow. Exams and

SAFETY CORNER

ROBERT GAINES

This month we hear from Rathen Templeton on three simple steps to start your soaring day. There's a lot of wisdom in what he writes. Good lessons for us all. — ROBERT GAINES, SSA Safety Chairman.

ATTITUDE FLYING

When most of us hear the term "attitude flying," we associate it with the positioning of our aircraft in an attitude and maintaining that attitude to control our airspeed. However, the "attitude flying" I'm talking about is the mental attitude we take toward our flying.

During the soaring season, we become overly conscious of tasks and contests that we will be flying. We too easily forget the obligation to fly safely — an obligation to ourselves and our soaring companions.

Soaring is a demanding sport, requiring much attention on such matters as speed to fly, thermaling technique, when to leave a thermal, and which direction to fly to the next thermal. This demand can and does sap much of the soaring pilot's mental energy, but if the pilot has a positive mental attitude, his safety and performance will be at a maximum.

If one spends much time around a gliderport, it is apparent that soaring is a relatively informal sport. This is a blessing in a time when official legislation governs almost everything we do. But it is also a heavy responsibility for us, for we must govern ourselves and our actions.

Rathen Templeton

Soaring safety and performance depend on the attitude of the pilot. A positive attitude starts with forming good, safe, flying habits. Developing habits such as performing a preflight sailplane inspection, using a checklist, and familiarizing yourself with the gliderport area, is a good way to form a positive attitude. If this sounds trite, think back to last soaring season. How many incidents did you see (or were involved in) that could have been prevented or minimized had just these three habits become established? Perhaps you saw an experienced pilot start his takeoff roll with the tail dolly still on the ship. Or maybe you saw a rental pilot drag the school's 1-26 onto the flight line, hook up to the towplane, and then be reminded (by the line boy) that there was still ballast left under the seat by the previous pilot (who was much lighter). Perhaps you heard the only question asked by a pilot new to your gliderport: "Where can I rig?" These are incidents from my experiences last season, incidents that could have been avoided by using a positive attitude toward our sport.

Preflight inspection not only prevents potential trouble, but also mentally prepares the pilot for the upcoming flight. As the pilot checks through the systems of the sailplane he is not only assuring himself that the aircraft is ready to fly, but that he is also becoming more familiar with his aircraft. He is building a closer relationship between himself and his machine. When I perform a preflight inspection on my ship, I call out loud the items checked so I not only think about them, but I say and hear them as well.

Checklists save time and motion, while preparing the pilot for the next flight procedure. This makes the pilot's total performance as efficient as possible and prevents overlooking an item. (After leaving my fuselage stand at home one day last season, I even made up a "pre-leaving-home" checklist.)

The glider pilot who has familiarized himself with the gliderport is a safer pilot and will also be able to utilize all its facilities to best advantage. This makes the pilot's flight as efficient and enjoyable as possible and generates a positive attitude.

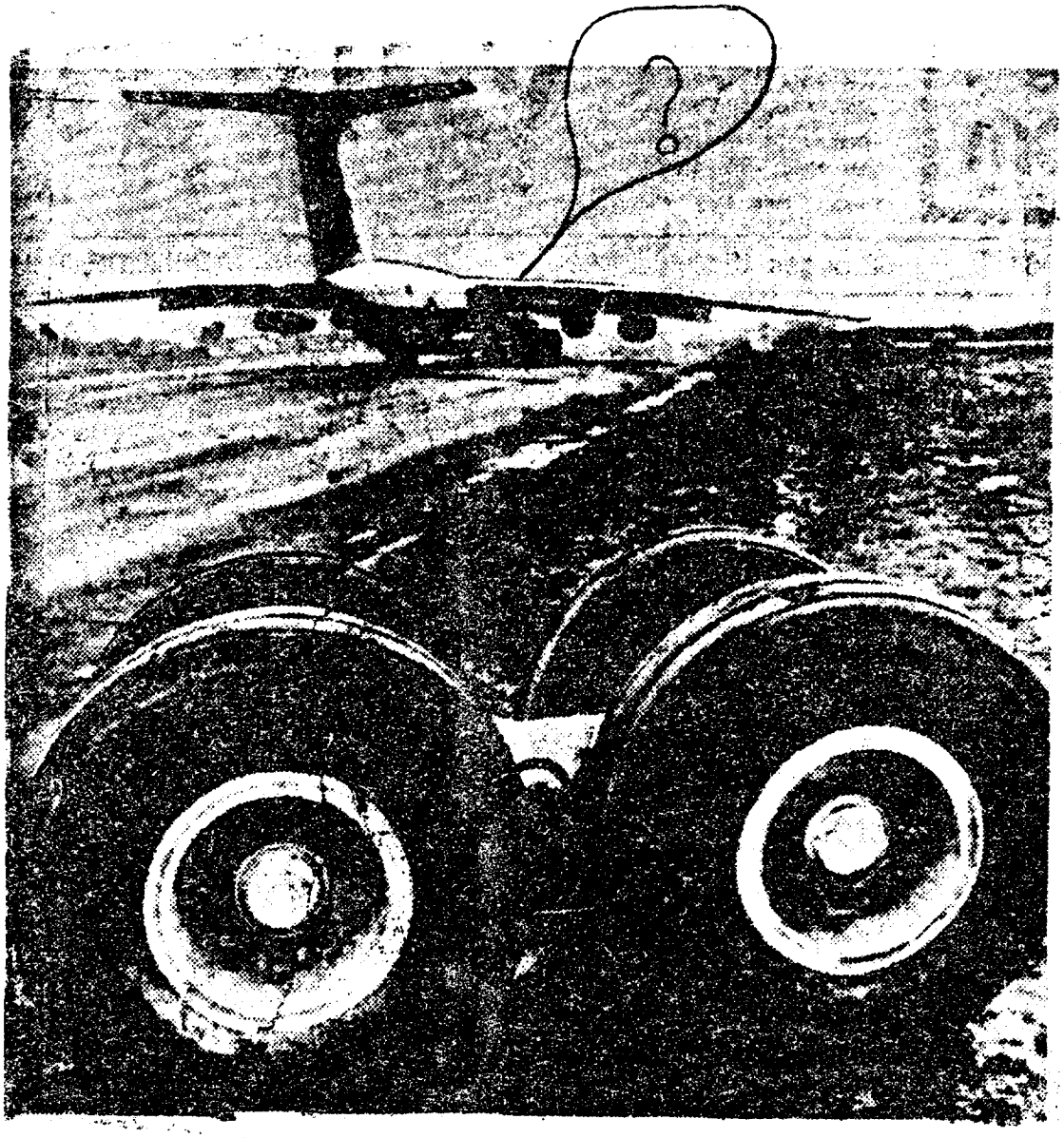
In a time when aviation safety is on trial, we must put our best foot forward. A positive mental attitude is apparent to everyone, even the non-flier. Practicing this different kind of "attitude flying" will reflect in the efficiency of our pilotage and in our safety record.

TREASURER RESIGNS

GRAEME NEWCOMBE HAS NOW RESIGNED AS CCGS TREASURER REPLACING HIM AS CLUB TREASURER, TEMPORARILY, WILL BE KATE SWANSON. ALL FINANCIAL MATTERS SHOULD FROM NOW ON BE DIRECTED TO HER. GRAEME IS GOING TO PAPUA NEW GUINEA TO PRACTICE MEDICINE ON THE 'DARKYS'

"The treasurer reports she's decided to resign as she'd like to get through one

Caption contest



After the recent accident in the Bocian the following caption contest was instigated. The following captions have already been suggested. Any other captions are welcome, I will print the better ones next month (thats if we get any response anyway)

Dene.
from the back seat " Oh well Mark At least your getting better "

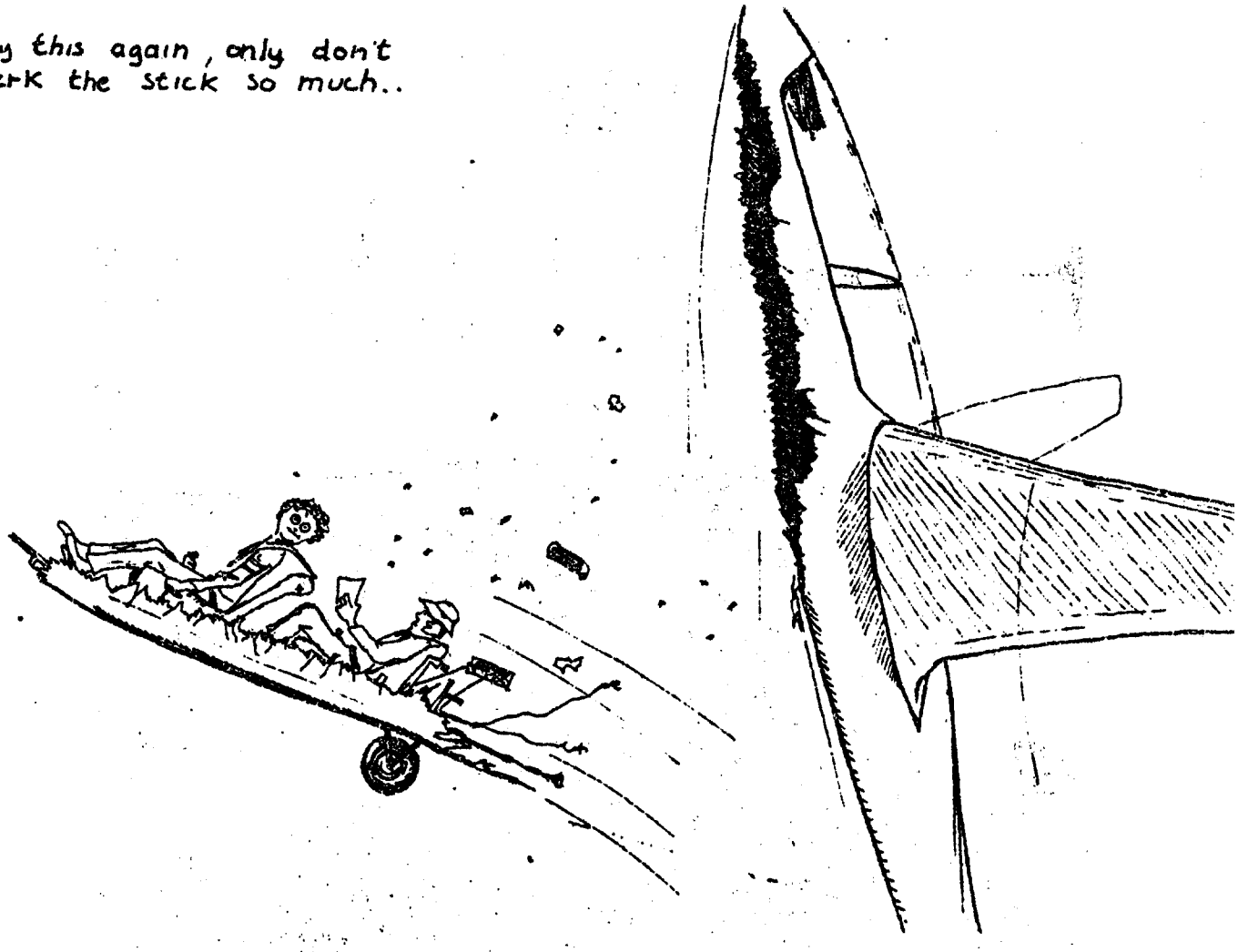
Inspired by Dave Biggs.
From the back seat "Idiot, The crops much to green to harvest yet "

For those interested the caption in the newspaper was as follows:-

GIANT PLANE LOSES WHEELS

Huge wheels from this US Starlifter transport jet lie where they broke off yesterday in an emergency landing which closed the Christchurch airport in New Zealand for several hours. The jet damaged landing gear after taking off from an Antarctic base. No one was hurt.

Try this again, only don't jerk the stick so much..



This cartoon was almost put inlast months issue and following recent events I wish it had ...

Saturday 10th at Stonefield.

Kym Bennett with Peter Ashenden and Don Hein as hangars-on, dragged the Arrow up to stonefield. Arrived by 9am and waited. After phoning Tony Pie'r who rang a few people, don pumpa from Angaston came over after 2.30pm and got the winch in action.

The field is excellent with plenty of open paddocks about. Their winch is great (using solid wire*) - No Breaks. Not much lift left by the time we got flying but pleasent times afterwards in the bar.

Conditions and hospitality top rate. Flying at Stonefield recommended.

*note they lay their cables out virtually every other day and walk the ir entire length cutting out any suspect lengths. No breaks are not such a miracl just the product of lots of work.

ADELAIDE UNIVERSITY GLIDING CLUB

Intra-club X-Country Challenge

Since the competition started in August only 3 challenges have occured and they were at the State coups. Emilis flew the Kooka on two days and so, in defference to the old girl I've decided to change the rules to handicap scoring. The only other trouble with the rules is the age old trouble with challenge system that if A beats B then B beats C who is higher than A then B ends up above A despite the fact that he's never beaten A. This happened to Graeme Newcombe who managed to beat Graham Parker However, I suspect that it will all work out as more results are amassed.

David Stobie and Neil Marcktelow were dropped from the ladder now that they've left town. Adam Kirkland and Des Masler were added after their X-Country routings were revalidated.

I am concerned that no challenges are taking place at Lochiel since the idea of the competition was to stimulate X-Country flying from Lochiel. Accordingly, I am nominating December 26th to January 1st as X-Country days as Lochiel. Any X-Country pilots present on those days will fly or else!

The results to hand indicate that the competition could well be a tussle between Graham Parkes and Dene Larwood. Here are the latest placings:

1. G. Parker
2. D. Larwood
3. G. Newcombe
4. D. Ellis
5. E. Prelgauskas
6. G. Harley

Guy Harley.

PHANTOM'S CORNER

DESPITE ALL THE TECHNICAL PROBLEMS, LAW SUITS AND A CIA INVESTIGATION I'M BACK!!

TIME PASSES.....
AND SO DOES THE DE-3...
DE-5...DE-10....DE-45.....
WHEN DAVE IS SUDDENLY STRUCK BY-

AND SO TO THE DRAWING BOARD TO DESIGN A GLIDER THAT IS.....

MEANWHILE IN AFRICA WE HAVE OUR OWN TROUBLES WITH THE TUG PILOTS.

I FEEL THAT THEY WOULDN'T FEEL TOO GOOD WHEN THEY HIT THE GROUND AFTER JUMPING WITHOUT PARACHUTES. I INVESTIGATE.....

ON THE JUDGING STAND THE ANSWERS COME OUT...

WELL THAT CLEARED UP THAT MATTER. IT SEEMED JUST GOOD CLEAN FUN, SO I JUST LEFT THEM TO IT. TIME TO GET BACK TO ADELAIDE TO SEE HOW THINGS ARE GOING....

THE TEAM HAS BEEN BUSY- THE DE-52B IS READY...

BUT HE NEED NOT WORRY! I'M HERE!! TIME TO TEST FLY IT.

MEANWHILE KATE DECIDES TO GO OUT WITH OWEN...

SORRY OWEN - BUT YOU MAY MAKE IT YET. WAIT FOR THE NEXT EXCITING EPISODE.

AND NOW... **FLYING TIP**

THIS MONTH, FROM GUY HARLEY: "WHEN FLYING INVERTED, ALWAYS REMEMBER TO REINVERT BEFORE ATTEMPTING TO LAND."

SEE YOU NEXT MONTH!!