



## RACING AND GOING CROSS COUNTRY.

Hello and welcome to KSC's racing page. With a bit of luck you have just started flying and are wondering what it's all about, or more importantly you are ready to start cross country training and need some information. Whilst there is a plethora of information out there in cyberspace we have assembled a little bit of information to make your transition easier.

### **What is Sailplane Racing?**

Contrary to what many people think sailplane racing has been around since 1920. Yep nearly 100 years. So whilst it nice to fly locally there is nothing finer than racing your fellow pilots utilising every ounce of your ability, knowledge and experience. Racing has always been a dramatic part of soaring. Racing sailplanes have the complication that competing pilots must simultaneously to go fast and stay in the air. Consequently, sailplane racing is extremely challenging, enormous fun and addictive to those pilots who want to achieve ultimate performance. The best racing pilots are decisive, combining the strategic skills of a championship chess player with the tactics of a fighter pilot. They must find the strongest energy sources (generally thermals), use them efficiently, then glide as far and fast as possible by picking the most efficient route to the next lift source.

With the advent of GPS we can set a course of a few hundred kilometres in the morning that will be fair, safe and fun to all levels of machine and pilot. This way the pilots generally get home each day, and although there is no trophy everyone at the bar will certainly know whom the victor was.

Why cross-country and not just local flying

At Kingaroy we pride ourselves on our ability to race cross country. Just like many sporting clubs around the country we actively encourage competition amongst our members. By competing we become better pilots and more importantly by flying further and faster our club members retain their interest in soaring thereby ensuring a stable membership and strong club ethos

Local soaring is great however statistics show that pilots eventually become less enthusiastic and are more likely to leave the sport. We at KSC are determined to make cross country education and competition our number one goal. Every day that shows promise some of our more experienced pilots will congregate after breakfast and choose a cross country task, the task chosen will depend on factors such as forecast wind, atmospheric stability, light available and fleet performance. Once the task is chosen you will see many of our club members head on over to the hangars and rig their gliders.

### **A HELPING HAND**

Although we humans are naturally shy it is really important that you as a new racer offer to help the Top Guns to rig and move their gliders.

### **YOU SCTACH MY BACK AND I WILL SCRATCH YOURS**

A club is like a bank, you can't make a withdrawal unless you make a deposit. At some stage in your racing you a going to Outland. It might be in 10 years whilst fighting for an World title or it might

well be next month when you have had a brain fart and have forgotten about that 20kt headwind from the east. In any case you are going to need someone to come and get you. If you are seen as someone who helps others around the club then you will have no shortage of helpers hopefully with cold beer and the correct trailer. Conversely if you miss briefing, never help and be selfish on the flight line then expect the bank account to sit in the red and be prepared for some long lonely walks home. Do not underestimate the effect on your flight the lack of stress has in your performance. If you know that there are people willing to come and get you then that's one less stress in the fight for that 1.5 knoter at 1000 Agl.

### **Learning the top gun secrets.**

By helping out the experienced competitors in setting up for a day's flying you will accelerate your education tenfold. Whilst sitting around the bar you might think that secret to cross-country flight is all about stick and rudder and seat time in the air. This thought process is antiquated and belongs in the terry towing old farts museum. The secret is as much about knowledge and set up as it is about experience. So next time you see one of clubs fast guys heading up to the hangars run after them and ask if you can help. The reason these pilots are fast has very little to do with their sailplane and bank accounts. It's all about setup and knowledge. By helping them they will tell you all of their secrets without you even trying. Here are some examples.

#### Outside

What wax do they use, where is the yaw string on the canopy, what tape is used for sealing and turbulators, water theory on day strength, Tail tank water and CoG

InsideSeat position vs. parachute type, Macready theory, 45'AoB markers,Final glide computer, urination – dehydration and disposal of, Hat and clothing, Launch position, Who to follow, who not too, Maps, charts controlled airspace. Radio calls, Books to read and Sunglasses to buy.And the list goes on, you can get 100's of years and 100,000 hours of soaring experience just by helping lift a wing, moving a dolly or opening a door. This is not cheating it's just being smart

### **Instructors and Coaches.**

To the uninitiated it might be daunting seeing names like Trotter, Kolb, Schmidt, Kauffman and Crowhurst sitting next to you. The truth is that each one of these champions will give you hours and hours of tuition both on the ground and in the air free of charge and all you have to do is ask. Essentially an Instructor teaches you how to fly and an Coach hones your skills to enable you to fly faster and faster. Most pilots find that being under the tutelage of an instructor can be stressful and occasionally intimidating. As a general rule it's actually a manifestation of the pressure a student puts **THEMSELF** under and not the instructors behaviour. Coaching is much much more relaxed and friendly, it's sort of like going for a Sunday sail with a mate (without the beer :) KSC's coaches are all named on the website and all are available for advice at any time you need it. Sometimes they will go in the Duo and other times a simple lead and follow exercise will be of the most benefit depending on the day.

So how do we get started. Obviously there are the requirements as laid down in both the GFA syllabus and the KSC operations hand book.

The C certificate

In a nut shell you will need to get your C certificate to go cross country. Essentially you will need to meet the GFA guidelines 20 solo flights - some of these can be mutual We know your first few flights will be busy developing your skills but as you start to get a few thousand feet and an hour or so behind you it's hoped that you will have started to think about the definition of local soaring. By

reading and digesting the info below you will see that local does not necessarily mean staying within 2km of KRY and just circling for fun of it. Each flight can be its own mini cross-country. You can fight for each 100' of altitude, explore best LD vs. best sink rate, play with Macready theory and practice map reading. During this time you should start flying the Astir or Discus single seaters ( see KSC ops manual for minimum requirements) on local soaring flights. Also during this time we hope that you will find a coach and do a few cross country flights in the Duo that we at KSC are famous for. Pass some oral questions Go to the GFA website and download all of the relevant documents. In the past many pilots found that passing the C check was a frustrating experience, perceived and or real issues with instructor and syllabus meant that many pilots avoided the oral exam. There are many horror stories of old crusty instructors asking questions that were meant to intimidate and belittle the student. We at KSC don't care for those old methods and not one of our instructors will ever ask a question that they can't produce written proof of the correct answer. Over the last few years the GFA has published all of the syllabus and all of the oral questions and answers on its website. This means mean that all of the instructors and students know exactly what is required, what can be tested and what the correct answers are. The theory is as simple as a few nights reading the relevant documents and sitting down with an instructor for a bit of a Q&A session ( remember you already have the QUESTIONS and ANSWERS)Conduct an outlanding check. So what about this outlanding check. It's quite a simple affair of a briefing on how to manage an landing away from Kingaroy followed by a simulated aero-retrieve back to KRY. Probably the most important thing to realize is that an outlanding is an normal operation in gliding. During your initial exploration you will be tempted to only stay within final glide of an airfield at all times. As you can see by our initial cross country area there are three large airfields within 30 km of KRY. Therefore as a rule of thumb it is easy to fly between them as long as you have 1000' of altitude per 10km's. However that is not the point of flying cross country and it's certainly not the way to go fast and win competitions. At some stage you are going to get low far from home and make the decision to land. The outlanding check will cover all the decision processes and more importantly actions to do before, during and after. Something as simple as forgetting to leave your car full of fuel and the keys in the ignition can be the difference between an early afternoon retrieve and a romantic DE rigging by moonlight. Below is a list of articles, PowerPoint presentations and manuals for your perusal. We strongly recommend that you buy BERNARDS BOOK LINKTY THING IN HERE. We at Kingaroy want you to come out and play as soon as you safely can. We want to see KSC on the champion ship wall but more importantly we want to see you at the bar having completed 300km flight faster than anyone else and with a puffed out chest turn to the guns and say "WHAT HAPPEND -RUN OUT OF WIND DID WE " :)I f you feel frustrated or in any way dissatisfied with your progress please get hold of a committee member and have a confidential chat. The phone numbers are all on the website and you will be crossing the Bunyas in no time.