DOWNLOAD PDF GO FLY A SAILPLANE

Chapter 1 : Let's Go Gliding

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Single-engined light aircraft or motor gliders are commonly used. The tow-plane takes the glider to the height and location requested by the pilot where the glider pilot releases the tow-rope. Under extreme loads the weak link will fail before any part of the glider or plane fails. During the aerotow, the glider pilot keeps the glider behind the tow-plane in either the "low tow" position, just below the wake from the tow-plane, or the "high tow" position just above the wake. One rare aerotow variation is attaching two gliders to one tow-plane, using a short rope for the high-towed glider and a long rope for the low tow. The current record is nine gliders in the same aerotow. The engine is usually powered by LPG , petrol or diesel , though hydraulic fluid engines and electrical motors are also used. A typical winch Winch launches are much cheaper than aerotows and permit a higher launch frequency. A winch may also be used at sites where an aerotow could not operate, because of the shape of the field or because of noise restrictions. The height gained from a winch is usually less than from an aerotow so pilots need to find a source of lift soon after releasing from the cable, otherwise the flight will be short. A break in the cable or the weak link [Note 1] during a winch launch is a possibility for which pilots are trained. This method has also been used on desert dry lakes. In this method, the truck drives towards the glider being launched. The cable passes around a pulley at the far end of the airfield, resulting in an effect similar to that of a winch launch. The hook normally used for winch-launching is instead attached to the middle of the bungee. Each end is then pulled by three or four people. One group runs slightly to the left, the other to the right. The glider gains just enough energy to leave the ground and fly away from the hill. A good gliding performance combined with regular sources of rising air enables modern gliders to fly long distances at high speeds. Pilots now usually plan to fly around a course called a task via turn-points , returning to the starting point. Later, the glider pilots photographed these places and submitted the film for verification. The winner is the pilot who has amassed the greatest number of points over all the contest days. However, these competitions have as yet failed to draw much interest outside the gliding community for several reasons. Because it would be unsafe for many gliders to cross a start line at the same time, pilots can choose their own start time. There is a decentralized Internet-based competition called the Online Contest , in which pilots upload their GPS data files and are automatically scored based on distance flown. It accounts for the fact that if a pilot flies faster between thermals, the next thermal is reached sooner. However at higher speeds the glider also sinks faster, requiring the pilot to spend more time circling to regain the altitude. The MacCready speed represents the optimal trade-off between cruising and circling. The greatest factor in maximizing average speed, however, remains the ability of the pilot to find the strongest lift. The fin tank is used to reduce trim drag by optimizing the center of gravity , which typically would shift forward if water is stored only in the wings ahead of the spar. But if lift is strong, typically either from thermals or wave, the disadvantage of slower climbs is outweighed by the higher cruising speeds between lift areas. Thus, the pilot can improve the average speed over a course by several percent or achieve longer distances in a given time. Typically, a bronze badge shows preparation for cross-country flight, including precise landings and witnessed soaring flights. The Gold and Diamond Badges require pilots to fly higher and further. The pilot has to choose a location where the glider can be landed safely, without damaging the plane, the pilot, or property such as crops or livestock. In some instances, a tow-plane can be summoned to re-launch the aircraft. Use of engines or motors[edit] ASH25M â€”a self-launching two-seater glider Although adding to the weight and expense, some gliders are fitted with small power units and are known as motor gliders. The power units can be internal combustion engines, electrical motors, or retractable jet engines. Retractable propellers are fitted to high performance sailplanes, though in another category, called touring motor gliders , non-retractable propellers are used. Some powered gliders are "self launching", which makes the glider independent of a tow plane. However some gliders have "sustainer" engines that can prolong flight but are not powerful enough for launching. All power units have to be started at a height that includes a margin that would still allow a safe landing out to be made,

if there were a failure to start. Unpowered gliders are lighter and, as they do not need a safety margin for starting the engine, they can safely thermal at lower altitudes in weaker conditions. Consequently, pilots in unpowered gliders may complete competition flights when some powered competitors cannot.

Chapter 2 : Evergreen Soaring | Western Washington's Premier Soaring Club!

The sailplane you will fly has dual flight controls, and your instructor will sit behind you. Your instructor has all the directional controls that you have and will show you the control motions or follow along with you as you are learning to guide the sailplane.

And, if I destroy it, only have lost a couple of hundred dollars? Specific site where I want to fly it is up in the Columbia George where I crosses the river at Vantage, I want to fly out of the rest stop there, LZ is full of lunch bucket sized rocks. This follows a foamy HP Quest I bought recently, for many of the same reasons. First thing I noted about the airplane was the great finish on the foam! Very smooth and, the airplane is packaged well. Designed in a way that you can store it between flights in the box it came in, damage free. So, began the assembly by trying to put the horizontal stabilizer on? Not any good and, no obvious fix. Put it in the stab so that, as you feed the bolt in, it will come to the tube and get lined up with the nut? Other choice is to simply leave it assembled and not have to assemble it again. You take it out and begin assembly: Unless you have some special need to keep the airplane in the box, throw it away and leave the stab bolted on. Well, about the time I had that all figured out, wanted to get into the fuse under the canopy? Grabbed ahold of the canopy and started pulling with no luck. Figured I was on the verge of breaking and gave up. But then decided to pull even harder, and it popped off with no damage. Peter suggests that the pushrod for the elevator is inadequate? On a calm day. His solution was to cut the aileron off and use hinge pins which, I think is a great idea! Against the flow of air over the wing, going to bend itself straight with the wing and be reasonably ineffective in changing the attitude of the airplane? Might even flutter and come off? Think the issue is to make a floppy foam aileron into a nice stiff one? My first thought was to cover it with CF cloth? Will have to get back to you when I know the results? On further reflection, the foam part of the airplane is just great if you disregard the aileron troubles, overall though, the airplane should have had these deficiencies fixed in the prototype stage.

Chapter 3 : Soaring Society of America

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Frigatebird Like recreational aircraft, birds can alternate periods of gliding with periods of soaring in rising air , and so spend a considerable time airborne with a minimal expenditure of energy. The great frigatebird in particular is capable of continuous flights up to several weeks. This is a membranous structure found stretched between a range of body parts. It is most highly developed in bats. For similar reasons to birds, bats can glide efficiently. In bats, the skin forming the surface of the wing is an extension of the skin of the abdomen that runs to the tip of each digit, uniting the forelimb with the body. The patagium of a bat has four distinct parts: They cannot gain height. The animal launches itself from a tree, spreading its limbs to expose the gliding membranes, usually to get from tree to tree in rainforests as an efficient means of both locating food and evading predators. This form of arboreal locomotion , is common in tropical regions such as Borneo and Australia, where the trees are tall and widely spaced. In flying squirrels, the patagium stretches from the fore- to the hind-limbs along the length of each side of the torso. In the sugar glider , the patagia extend between the fifth finger of each hand to the first toe of each foot. This creates an aerofoil enabling them to glide 50 metres or more. Before launching from a branch, the snake makes a J-shape bend. After thrusting its body up and away from the tree, it sucks in its abdomen and flaring out its ribs to turn its body into a "pseudo concave wing", [11] all the while making a continual serpentine motion of lateral undulation [12] parallel to the ground [13] to stabilise its direction in mid-air in order to land safely. Characteristics of the Old World species include "enlarged hands and feet, full webbing between all fingers and toes, lateral skin flaps on the arms and legs Forces on a gliding animal or aircraft in flight Three principal forces act on aircraft and animals when gliding: The lift force acts slightly forward of vertical because it is created at right angles to the airflow which comes from slightly below as the glider descends, see angle of attack. This horizontal component of lift is enough to overcome drag and allows the glider to accelerate forward. Even though the weight causes the aircraft to descend, if the air is rising faster than the sink rate, there will be a gain of altitude. Lift to drag ratio[edit] Main article: The effect of airspeed on the rate of descent can be depicted by a polar curve. The curve is an inverted U-shape. As speeds reduce the amount of lift falls rapidly around the stalling speed. Drag[edit] Induced drag is caused by the generation of lift by the wing. Lift generated by a wing is perpendicular to the relative wind, but since wings typically fly at some small angle of attack , this means that a component of the force is directed to the rear. The rearward component of this force parallel with the relative wind is seen as drag. At low speeds an aircraft has to generate lift with a higher angle of attack, thereby leading to greater induced drag. This term dominates the low-speed side of the drag graph, the left side of the U. Profile drag is caused by air hitting the wing, and other parts of the aircraft. This form of drag, also known as wind resistance , varies with the square of speed see drag equation. Profile drag is lowered primarily by reducing cross section and streamlining. Like all things in aeronautical engineering , the lift-to-drag ratio is not the only consideration for wing design. Performance at high angle of attack and a gentle stall are also important. Minimising drag is of particular interest in the design and operation of high performance glider sailplane s , the largest of which can have glide ratios approaching 60 to 1, though many others have a lower performance; Glide ratio[edit] When flown at a constant speed in still air a glider moves forwards a certain distance for a certain distance downwards. The ratio of the distance forwards to downwards is called the glide ratio. The glide ratio E is numerically equal to the lift-to-drag ratio under these conditions; but is not necessarily equal during other manoeuvres, especially if speed is not constant. Glide ratio usually varies little with vehicle loading; a heavier vehicle glides faster, but nearly maintains its glide ratio. Alternatively it is also the forward speed divided by sink speed unpowered aircraft:

Chapter 4 : Sailplane flying (Alan Dempster, Badwater Bill)

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.

That flight will introduce you to a world you have never known. And it is so exciting that you will want to explore it, to learn more about it and to become part of it. Accept that challenge and you are on your way to becoming a part of the world of glider pilots. The Soaring Society of America Online Store , commercial glider schools and book dealers listed in Soaring Magazine can provide textbooks containing all the theory and essentials of flight, soaring techniques, safety, navigation and meteorology, as well as the Federal Aviation Regulations you will need to know to pass the FAA written examination. You will be studying this material while you are taking your flying lessons. After you have passed your FAA written examination, your instructor will recommend you to take the Private Pilot Glider oral and flight test. Passing this test will entitle you to take passengers for rides. Lessons can be scheduled at your convenience. The closer together the lessons are, the easier it is to build on the knowledge gained from previous lessons, and the faster you will learn. Most people try to fly at least once a week, and most prefer to take more than one flight during each lesson. The sailplane you will fly has dual flight controls, and your instructor will sit behind you. Your instructor has all the directional controls that you have and will show you the control motions or follow along with you as you are learning to guide the sailplane. If you have not flown before, some of the maneuvers and coordination may seem a bit difficult at first. After a few flights, however, you will be making the sailplane do what you want it to do, and you will wonder why you ever felt so clumsy on your initial flights. You will learn that a sailplane is a docile yet responsive machine that answers to gentle, coordinated pressures on its controls. You will practice flight courtesy and safety, and will glide down to enter the airport traffic pattern at a predetermined altitude. You will fly your approach precisely, land your craft with its wings level, and stop where you want to stop. You will learn emergency techniques so there will be no unexpected surprises for you when you become a licensed pilot. How long it takes you to solo depends on a number of factors. Other factors include the type of sailplane you are flying, the weather during your training, and the degree of experience and proficiency your particular program of training requires before permitting you to solo. The requirement for an airport located on an uninterrupted plain in Kansas might well be different from the requirement for an airport cut out of a forest of Joshua trees. You can solo if you are years old or older. Most instructors feel that 30 to 35 flights are the minimum needed for most people with no previous flight experience. An experienced power airplane pilot can generally solo a sailplane in less than 10 flights. Gliders and glider pilots are regulated by the Federal Aviation Administration FAA who set the minimum requirements for pilot certificates. Cost of training from beginning through solo at a commercial gliderport will vary depending upon where it is and how rapidly you progress. After you have soloed, you will continue to fly with an instructor from time to time to see that you are maintaining good flying habits and developing your judgment and flying skills. Learning to fly a sailplane safely is easy. The instructor can teach you the mechanics of flying the glider in just a few lessons. Learning to soar is a series of steps and plateaus. How high on that ladder you wish to climb is up to you. Some pilots are content to soar around an airport. Others find exhilaration and satisfaction in cross-country flight and ultimately in competing with other pilots. Learning while flying is fun; a fine balance of determination, flexibility, and practice is necessary to gain the proficiency you will need to get the most out of your sailplane. Aero tow launches are the most widely used method of getting a glider airborne in the U. The sailplane is pulled aloft by a foot nylon or polypropylene rope secured by a special hook to the tow plane. The sailplane pilot can release the tow rope at any altitude desired. In the unlikely event of a sailplane release mechanism malfunction, the tow plane pilot can release the tow line. Auto launches are sometimes used. A to foot rope connects the sailplane to a special hook on the towing automobile. When the signal is given, the tow vehicle drives down the launch runway and the glider pilot flies the glider up to an altitude of to feet or so, then releases the tow line which falls gently to earth.

Winch launches can achieve altitudes of feet before release, depending on the length of the winch line, the wind strength and the power of the winch. Auto and winch launches are less expensive than aerotows and may require additional ground support.

Chapter 5 : Sundance Aviation, Glider Rides, Albuquerque, New Mexico, Soaring, Fly

I tried to go fly a km task out of Nephi, Utah in a high performance sailplane (an ASW27B glider), but it just wasn't possible to see far enough to have fun or keep it safe. I ended up just.

Prev NEXT The string on the windshield tells the pilot if the plane is yawing The wings on a glider have to produce enough lift to balance the weight of the glider. The faster the glider goes the more lift the wings make. If the glider flies fast enough the wings will produce enough lift to keep it in the air. But, the wings and the body of the glider also produce drag, and they produce more drag the faster the glider flies. Angling the glider downward, trading altitude for speed, allows the glider to fly fast enough to generate the lift needed to support its weight. The way you measure the performance of a glider is by its glide ratio. This ratio tells you how much horizontal distance a glider can travel compared to the altitude it has to drop. Modern gliders can have glide ratios better than This means they can glide for 60 miles if they start at an altitude of one mile. For comparison, a commercial jetliner might have glide ratios somewhere around If the glide ratio were the only factor involved, gliders would not be able to stay in the air nearly as long as they do. So how do they do it? The key to staying in the air for longer periods of time is to get some help from Mother Nature whenever possible. While a glider will slowly descend with respect to the air around it, what if the air around it was moving upward faster than the glider was descending? The same thing works with gliders. There are three main types of rising air used by glider pilots to increase flight times: As the air near the ground is heated by the sun, it expands and rises. Pilots keep an eye out for terrain that absorbs the morning sun more rapidly than surrounding areas. These areas, such as asphalt parking lots, dark plowed fields and rocky terrain, are a great way to find thermal columns. Pilots also keep a look out for newly forming cumulus clouds, or even large birds soaring without flapping their wings, which can also be signs of thermal activity. This content is not compatible on this device. Once a thermal is located, pilots will turn back and circle within the column until they reach their desired altitude at which time they will exit and resume their flight. To prevent confusion, gliders all circle in the same direction within thermals. The first glider in the thermal gets to decide the direction -- all the other gliders that join the thermal must circle in that direction. Ridge Lift Ridge lift is created by winds blowing against mountains, hills or other ridges. As the air reaches the mountain, it is redirected upward and forms a band of lift along the windward side of the slope. Ridge lift typically reaches no higher than a few hundred feet higher than the terrain that creates it. What ridge lift lacks in height however, it makes up for in length; gliders have been known to fly for a thousand miles along mountain chains using mostly ridge lift and wave lift. Wave Lift Wave lift is similar to ridge lift in that it is created when wind meets a mountain. Wave lift, however, is created on the leeward side of the peak by winds passing over the mountain instead of up one side. Wave lift can be identified by the unique cloud formations produced. Wave lift can reach thousands of feet high and gliders can reach altitudes of more than 35, feet. Detecting Lift Columns and bands of rising air obviously benefit any glider pilot, but how can you tell if you are flying in one? The answer is the variometer, a device that measures the rate of climb or descent. The variometer uses static pressure to detect changes in altitude. If the glider is rising, then the static pressure drops because air pressure decreases the higher you go. If the glider is sinking, then the static pressure rises. The needle on the variometer indicates the rate of change in altitude based on the rate of change of static pressure. When flying through a rising mass of air like a thermal , the needle on the variometer will jump and usually beep to notify the pilot before any change on the altimeter is even noticeable. Detecting Yaw The glider is yawing when it is not pointing exactly in the direction it is flying relative to the air around it. Instead the glider is angled sideways and is "slipping" or "skidding" through the air. The string on the windshield indicates whether the glider is flying straight string straight or whether it is yawing string left or right. The glider produces the least drag when it flies straight through the air. When it is yawing, the drag increases -- so in general, glider pilots try to keep the string straight. Without thrust, the only other characteristic that the pilot has control over besides normal control surfaces is the weight of the plane. A heavier glider will sink faster that a light glider. The glide ratio is not affected by weight because while a heavier glider will sink faster, it will do so at a higher

airspeed. The plane will come down faster, but will cover the same distance at a higher speed as a lighter glider with the same glide ratio and starting altitude. In order to help them fly faster, some gliders have tanks that can hold up to pounds of water. Higher speeds are desirable for cross-country flying. The downsides of heavier sailplanes include reduced climb rates in a lifting environment such as a thermal and, possibly, shorter flight duration if suitable lift cannot be located. To prevent this, the water ballast can be jettisoned at any time through dump valves, allowing the pilots to reduce the weight of the plane to increase climb rates, or to reduce speed as they come in for a landing.

Chapter 6 : FOX - FMS mm EPO Sports Glider - RC Groups

Fly A Sailplane Today FAST is a program that will connect you to an introductory flying lesson. It's a great way for you to take the first step towards earning your license.

Index Home About Blog From: Sat, 15 Aug From all of this I knew the thermal triggering temperature, about how good the day would be once it developed and how long it would last. Of course I had another edge too. I flew the towplane myself many times. In the club, I was supposed to do about 5 to 10 tows on a good busy day. If I did it right this is about how it would go. If it was good, all the tow pilot had to do is start a and take me back to it. Of course you always needed to correct a bit. I had an energy compensated variometer. In fact I had three of them. One electronic computer controlled one, a passive mechanical one and another one that produced and audio signal that sounded like a siren if you were losing energy and beeped if you were gaining energy. You traded speed for altitude so your energy remained constant of course there are loses but the energy remained close. Same thing if you punch the nose over while doing 50 knots and speed up to kt by losing feet. In the computer controlled one, it knew the performance curve of my glider. It knew the sink rate for the airspeed and the temperature of the outside air etc. So, you could literally put it in that mode and it would tell you what the molecules of air outside are doing vertically. That was the one I watched the most. The key to getting up fast is to core the thermal. And, you want to get it up fast so you can leave and make speed across the ground. Coring the thermal means "Get in the center of it and stay there. If the core is wide enough, a good 20 to 30 degree bank is best. You may stay in this configuration for hours if things are marginal. The thermal is always trying to throw you out of it too. Think of a thermal like a water fountain. The water in the center of the fountain is moving up the fastest. As you move away from the very center of the column of water the speeds go down and finally on the outside, the water is falling down. A thermal is the same way. The wing inboard to the turn is in the highest vertical velocity air. The wing outboard of the turn is in less ascending or even descending air. The column is not straight up and down either. They are jagged as they ascend. Now, you need to fly this baby about 2 knots above stall too. That turns out to be the minimum sink airspeed for almost all gliders. If you fly at minimum sink, you will climb the fastest. So, you might get partial stalls 2 or three times in each degree turn if you are doing things right. Now when you really get a deep gust stall since the inboard wing is in air moving up faster than the outboard wing, the air will pick up that wing violently and throw you the other way out of the turn. You can get bucked out of the thermal completely and start falling like a brick in the downwashing air outside the thermal. The first thing you have to do when you get bucked out is immediately jam the nose down, get about 5 knots and re- attack. Many times, this takes a full control deflection of ailerons and the rudder to get things turned around. In fact what it reminds me of more than anything is hanging on to the tail of a horse in a full gallop. What do you think Bill Berle? One more thing you all need to know. In some of the old clunkers that I instructed in you are always cross controlled in a thermal to remain coordinated. Gliders like that old piece of shit Schwitzer for instance. I causes a big over-banking tendency into the turn. That is sort of compensated somewhat by the fact that the inboard wing in the turn is in stronger upward moving air. But most of the time, especially in marginal conditions you sit there with the stick about half deflected in the opposite direction to the turn. Now, in addition to that, since the outer wing in the turn is moving faster, it also has more drag, so you need about half rudder in the direction of the turn to keep it coming around and everything coordinated. This coupled with the fact that you could stall and spin anytime because you are in severe turbulence with half rudder deflection and only 2 knots above the indicated stall speed, makes for some great fun!! He could come spinning down on you at any instant. I never in my life did anything more cerebral in flight than fly gliders. And, that includes flying instruments too. Instruments is a piece of cake compared to flying gliders correctly. Flying gliders is an ass kicking, stomping, crankin and bankin game. No one could ride with me when I went out and flew races. I took a few people with me in the 2-place Lark a couple times. To be good you have to man handle that baby and put your brain in the attack mode. Every time some hot-shot fighter jock from Nellis AFB wanted to go with me in a contest, I either puked him or turned him green. It got to the point that it was a waste for me to

have 2 seats. So, I sold the Lark and bought the 15 meter Jantar. That was the solution. I did things in that baby only God knows about. I flew it like an F all the time. I remember one day I was about 70 miles out, late in the day and things were petering out as the sun got lower on the horizon. I just sat there and watched the accelerometer pointing between 2. I was rolled in an old Comet hang glider. I had my hand on my pocket rocket parachute because I knew I was dead or going to break up, hit my head on the keel tube and probably go unconscious before I could deploy it. I popped the rocket which intern deployed the chute. Then I was in deep to use a medical term number 2. I rode it down as I swung back and forth hanging on one line leading up to the 28 foot conical chute. I was coming down on the side of a mountain with about a 30 degree slope too. All I could think of was slamming into that slope while traversing the bottom of the swinging arch. What happened is that one of those little angels that seems to be following me through life took control I guess. I watched for what seemed like an eternity as I went through the next cycle. I swung out away from the mountain, came to the top of the arch, air spilled out of the chute way above me then I started to accelerate toward the mountain, my glider and body just missed the ground by about 2 feet as I came up to the ebb on the mountain side of the swing, stopped, then simply stuck out my legs and landed almost perfectly still on the slope. I hope this gives you a little idea of the peacefulness and tranquility plus solitude of sailplane flying. What a bunch of bunk that is. How to you view it? Mon, 17 Aug There are parts of New Zealand that generate something like those strong turbulent thermals you describe BWB, but mainly they are tame in comparison. Quite enough though for the experienced to travel km in well-planed dawn to dusk flights over much of the length of the country. You have to experience the mountain lee wave here to really enjoy the rock and roll - including the sex and drugs!! The other name for New Zealand is Aotearoa. It means the land of the long white cloud and refers to the cap cloud - lenticular - that sits stationary on the peaks of the waves. The wind can bite raw as it is often bone dry having lost its moisture on the upwind western slopes. You need clothes that can cope with real cold, oxygen that can cope with real cold and nothing in the cockpit that will move. The tow starts ok - off in a few hundred feet into a strong headwind. Climb a thousand or so and move out from the descending air over the field into the space under the peak of the standing lee wave. Then you hit the rotor. Remember the advice about nothing moving in the cockpit. As the tow plane dives left, you climb right in an instant and neither of you touched the controls. It is a rollercoaster bigger than Disneyland. If you can see the rotor cloud, it rotates around an imaginary horizontal cylinder in front of your eyes. If you can keep behind the towplane - and he can keep in front of you - without passing - you release and find a place to climb. It takes two hands to control - one to move the stick from stop to stop and the other to hang on to the first. You battle this for 10 minutes and eventually and quite suddenly, the cockpit goes eerily silent. The rollercoaster ride stops and the vario starts to settle on 2, then 3, then 4, then 5 knots of climb and ultimately comes to rest on the positive stop. From here 2 things happen.

Chapter 7 : Seminole Lake Gliderport â€“ Central Floridaâ€™s Premiere Soaring Site

You can just Go Fly! â€" knowing you can always get home. Designed in the UK; built in the UK. The GoFly glider has been designed and prototyped in the UK, by ProAirsport Ltd. GoFlyAircraft is currently raising the funding necessary to complete testing and proceed with series manufacture.

Experience of a lifetime! I was worried about getting sick, but not a hint of it. Very professional and knowledgeable. I was worried about getting sick but the little hatch catches tons of air. The view from the glider was great! Rick and his crew are very friendly and professional. Generally, a light colored shirt and a hat preferably a hat without a button on top. And sunglasses are recommended. Will I get sick? If you start feeling a bit queasy, be sure to let your pilot know so he can fly more conservatively. You can also stick your hand out the little window in the canopy which always makes you feel better. Is there a height and weight limit? Can I take pictures or video? Yes, more often than not it is OK. Be sure to tell your pilot if you plan to take photos or video. How do they stay in the air? Gliders are just like hawks. They circle in rising air to climb. The amazing thing about flying without an engine is how quiet the ride is. In the winter, New Mexico enjoys another form of lift called mountain lee wave, or just wave lift. Oscillating rivers of air create standing waves which sailplanes can use to fly to spectacular heights. The New Mexico state altitude record is 36, feet! The world record is over 50, feet. This wave is usually very gentle and smooth. How early should I arrive before my ride? About minutes before your scheduled time is fine. What if the weather looks bad? Be sure to call ahead and ask whether we are flying. We also try to call you if the weather looks bad. What if I have to cancel my flight? Rescheduling is easy and we will do it at no additional cost.

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Chapter 8 : Gliding flight - Wikipedia

Easily find that perfect soaring site Perhaps you're looking to experience the thrill of flying in a sailplane for the first time, or perhaps you're a seasoned glider pilot looking to explore different sites from where to fly.

For thousands of years humanity dreamt of flying, looking to the skies to find an answer. History shows us the long road from those first dreams to the wonder that is modern flight. The first tested and perfected flights were made in crafts designed to glide on the air currents, like a bird. The exhilarating feeling, and amazing views offered by Soaring over the ground, are a wonder we can now appreciate. Soaring is the flight of a sailplane or glider, by using the energy produced by gliding along on the air-currents, much like a powered airplane. Learning to soar in a sailplane is the best way to begin to learn to fly. In operation since , Sky Sailing is a world leader in the Sport of Soaring. Having pilots that feature their skill in the Miramar Air show each year, as well as being the home to two National Champions. Garret and Boyd Willat have each claimed trophies in National competitions. Perfect for that "Hard to Please" friend or loved one, or the Boss! We can email or Fax the Flight Ticket! Play with the sun and the wind. Share a thermal with an eagle. Soar effortlessly in silent freedom. Many of our flights have a wing mounted camera to capture your experience. Since we have been the world leaders in the sport of soaring and training. We are one of the largest soaring centers in the U. We are very proud of our operation and strive to make your adventure not only memorable but the best in entertainment. We hope you enjoy our friendly and easy going atmosphere. General Soaring Information The sport of soaring is flying in sailplanes. Sailplanes are often called gliders. Soaring is a thrilling yet peaceful sport which can involve the whole family. Soaring is a tremendous youth activity: Soaring requires dedication to learning and advancing. It develops good attitudes and builds respect, which remains and applies to other areas i. You can solo at age 14! Soaring is fun, it is relaxing, safe, and reduces daily stress! Learning to Fly Learning to fly in sailplanes is by far the safest and best way to learn the basics of flight. Air Force Academy does its primary instruction in sailplanes. Our great year round weather is particularly well suited for student instruction. Soar over one of the most beautiful recreational areas in the world. Flight Tickets Flight Tickets are similar to Gift certificates and are available for any of our flights. They make very unique and exciting gifts. We even accept cash!! Reservations Reservations are required for all weekday flights. On weekends we have extra pilots on hand so reservations are not required, however they are appreciated for staff planning purposes. Hours Open 7 days a week, 9:

Chapter 9 : For ATP, Glider or Something Else? - AVweb Insider Article

Natiowide directory of soaring centers that offer glider rides & lessons. Use the links or phone numbers to contact the soaring center nearest you to find out about going for a flight or purchasing a gift certificate.