

# **THERMALING 2**

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# ENTERING THE THERMAL

- Increased sink near thermal
- The pull-up, reduced speed
- Correct towards lift
- Direction of circle?
- Rotation of thermals? – *the clouds don't rotate!*
- Is it worth stopping for?

# CENTERING THE THERMAL

- Centering is necessary during the whole climb!
- “Seat-of-Pants” feel for acceleration (*variometer lag*)
- **Spatial picture; the hot spot; core**
- Center:
  - As climb improves, flatten circle
  - As climb deteriorates, steepen circle
  - If climb constant, maintain constant bank
  - Angles of bank  $>45$  result in sink rate increase

# ENTERING AND LEAVING

- First sailplane in sets direction
- Newcomers spiral in from outside
- Do not hinder other sailplanes
- Do not fly directly below another ship
- Keep head out of the cockpit – know where the others are
- Position yourself so that others can see you
- Leave from side of thermal away from desired direction – accelerate through core before encountering increased sink around thermal's outer edge

# SOME CONSIDERATIONS

- It's the thermal, not the 'cu!
- Life cycle of clouds
- Location of lift under 'cu
  - Wind effects
  - Thermal source/wind shear
  - Domes and dark spots
  - Appearance; stage of development
- Stratocu/overdevelopment – head for the sun!

# TOPICS FOR FUTURE DISCUSSION

- Thermal lines
- Cloud streets
- “Blue” days