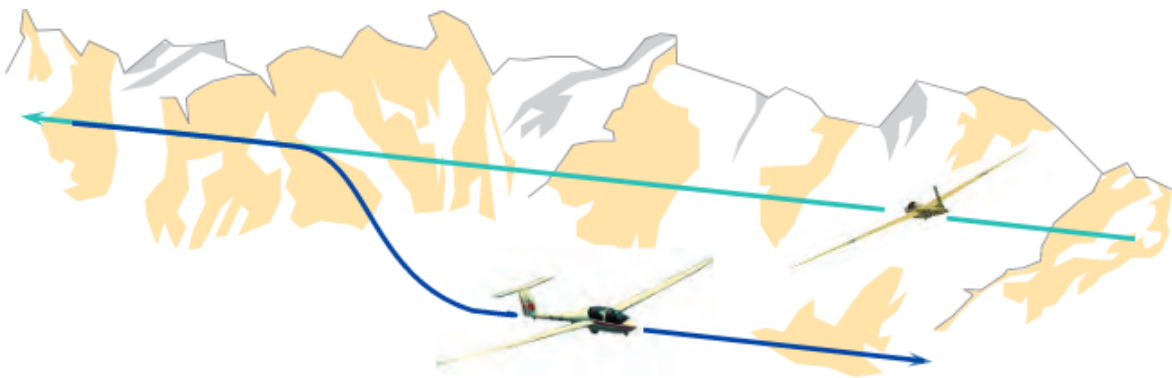


Topic of the month: June 2024

Ridge Soaring



While we haven't had many ridge soarable days this year it seems reasonable to remind everybody of the rules we must follow to keep it safe.

Lookout

- A large number of gliders potentially in a very compressed height band (e.g. on a weak day) flying parallel to each other present a significant danger any extra factors like low sun can make spotting other aircraft very difficult. It is therefore vital that a constant lookout is maintained at all times.
- Be especially mindful of other gliders blind spots and drive to avoid placing yourself in them or allowing them to enter yours.
- If you at all start to feel you cannot maintain an adequate lookout, either through the ridge becoming too busy, low sun, orographic cloud or any other factors **Leave** and move to a different area or land and try again later.
- Flarm
 - For those using Flarm remember it based on track not heading which can be quite different when ridge soaring. This can make the display misleading as it shows the direction of the conflict in relation to your track rather than heading.

Flying Discipline

- When joining the ridge pay close attention to those already on the ridge and try to join in the least disruptive manner possible.
- All turns must be away from the hill.

- If catching up another glider ahead of you on the ridge the safest option is to turn back to avoid the need to overtake. Any glider overtaking another on the hill should exercise extreme caution, bearing in mind that the other glider could suddenly change direction.
- If approaching head on, both gliders should turn right, but since the glider with the hill on the right probably can't do this, the onus is with the pilot with the hill on the left to give way. It is essential that pilots understand that the pilot who has the hill on the left must give way **and be seen to be doing so** in plenty of time.
- While there is an exemption to the 500' rule for glider while ridge soaring, don't push it. Don't fly lower than necessary to soar and avoid flying near people.

Key Points

- Do not fly lower than necessary to utilise the soaring conditions
- **NEVER** fly close to, towards or directly over any person on the ground.
- Lookout is always paramount. If conditions prevent good lookout **Leave**.
- Remain clear of other aircraft. The glider with the ridge on the right has priority.
- Overtake with caution, bearing in mind the other glider could suddenly change direction.
- Make all turns away from the ridge.
- Be aware that when flying with a significant drift angle, FLARM direction indications can be misleading.

Thanks

Lachlan