

HOW TO GET THROUGH YOUR FIRST COMPETITION

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WHY COMPETITIONS?

- FUN!! And Challenge....
 - You need to enjoy challenging yourself. Otherwise don't bother.
- Deep Immersion
 - Focused period of soaring without external distractions
 - Social environment, peers, shared challenge
- Organized system
 - Consistent relative performance comparison
- Process and opportunity for measured self improvement

INTRODUCTION

- Competition flying is really enjoyable if you are well prepared and have the right frame of mind.
- It can be very demoralizing if you perform badly and especially if the reasons are within your control.
- 5 key areas of focus.....

KEY FOCUS AREAS WE'LL DISCUSS..

- Preparation
 - Read the rules; many pilots still believe some old rules exist and don't know the new ones
 - Equipment, health, fitness.
 - Logistics
- Expectations and Objectives
 - Need to be appropriate for good mental health
- Theory
 - Easy things you can do to increase your speed
- Practice
 - How to effectively train
 - Flying with ballast
 - Final glides
- Execution
 - Some basic do's and don'ts

ASPECT OF PREPARATION

- Equipment; Best Possible Working Order
 - Plus - brake, trailer, water, relief system
- Tasks & Rules
 - Understand the task objectives
 - AST, MAT, TAT
- Practice
 - Fly cross country as much as you can! Practice effectively.
- Fitness
 - Cant do well if you're a couch potato. Mental demands are too great.
- Logistics
 - Get there early, checkin, setup, brief/train crew members, relax.

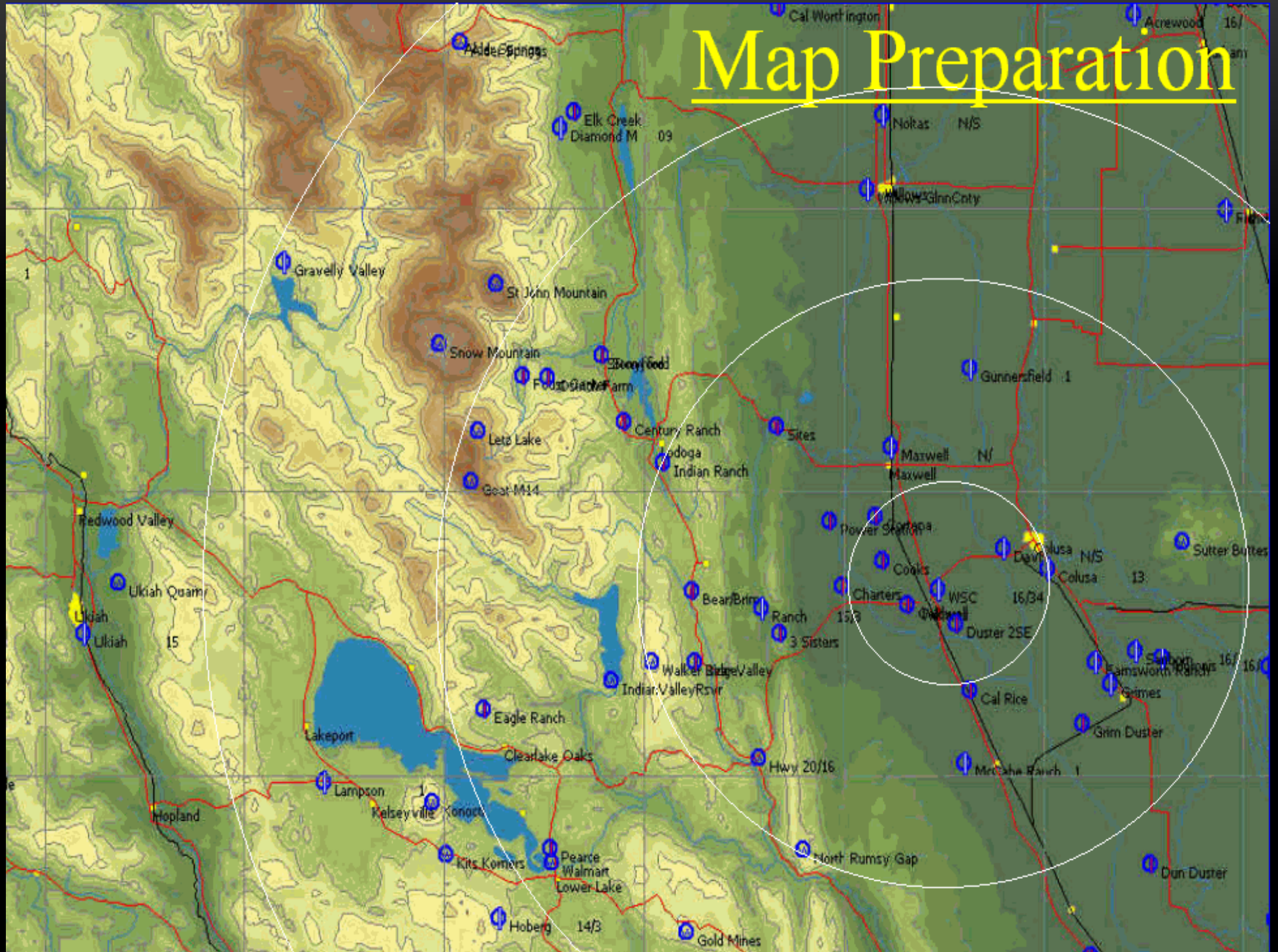


COCKPIT DETAIL

Uncluttered and
Organized

Note prayer wheel
Back-up for
glide computer

Map Preparation

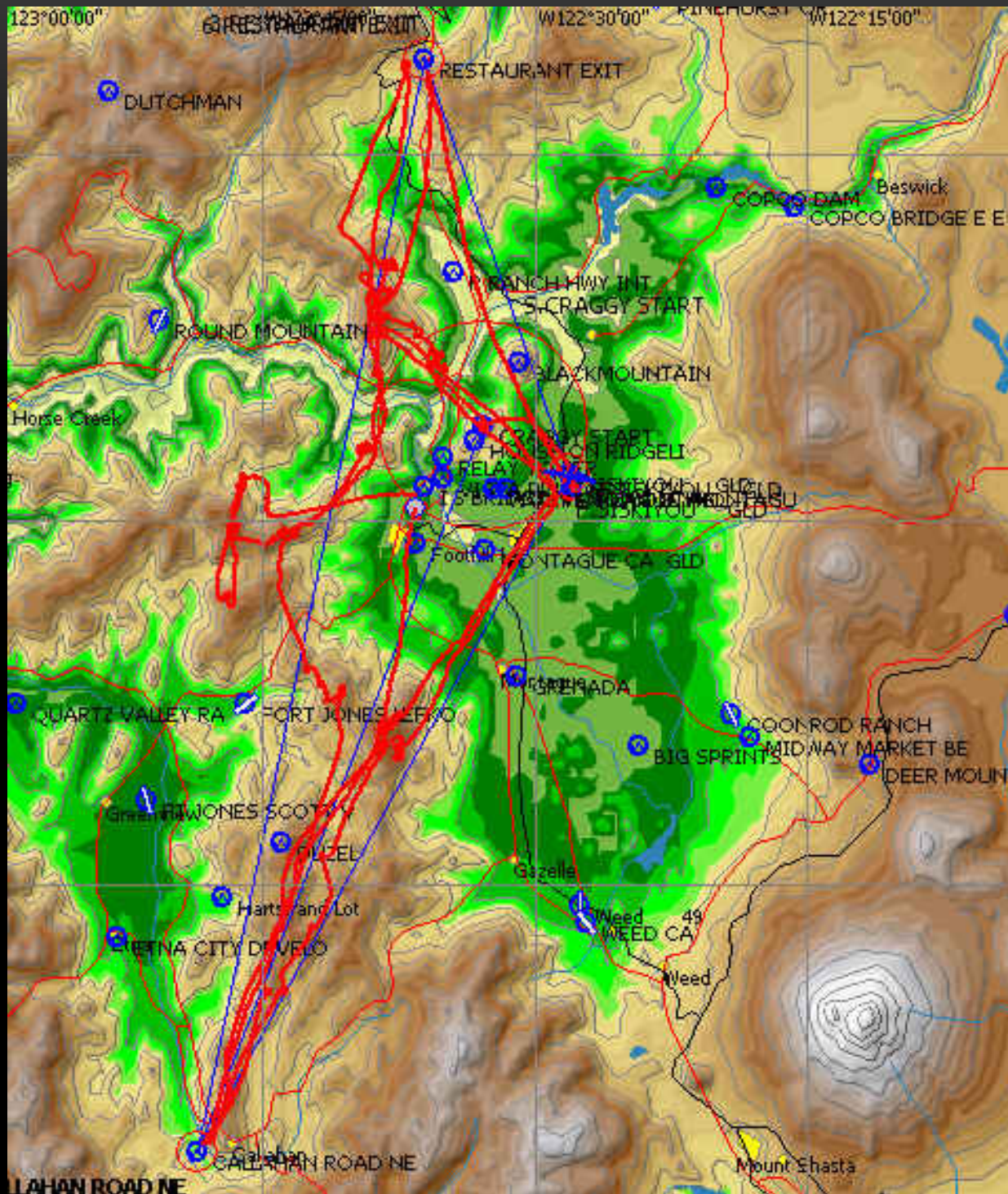


TASK TYPES

- AST
 - Assigned Speed Task
 - 1 sm radius TP
 - Must fly to each TP and make it home
- MAT
 - Modified Assigned Task
 - 1 sm radius TP
 - A POST task with one or more mandatory turns
 - Fly to mandatory turns in sequence then pilots choice & home
 - Minimum time
- TAT
 - Turn Area Task - An AST with variable turnpoint radii and minimum time.
 - Used often in place of the old POST task when weather is difficult to call
 - How far to push into each TP?

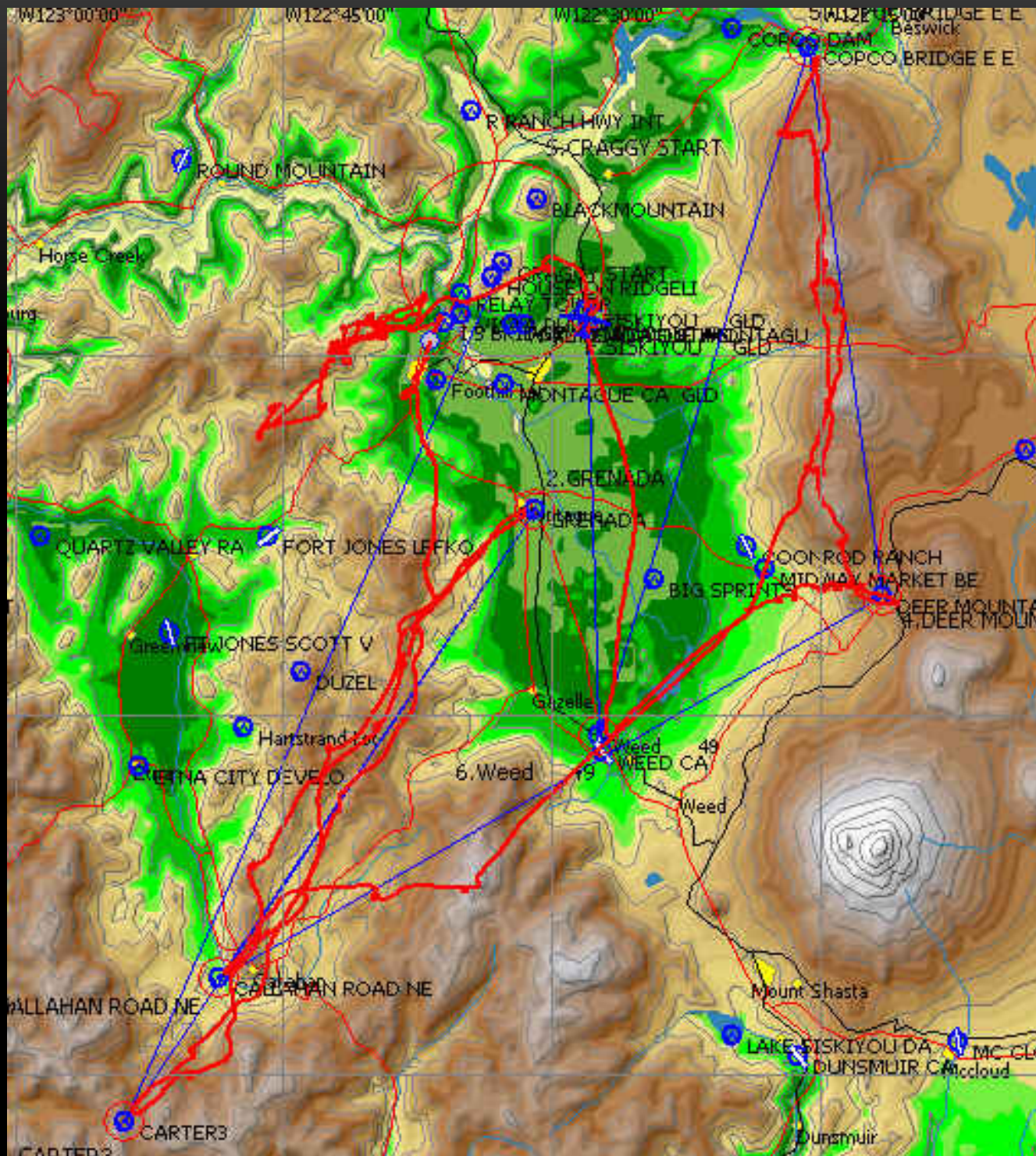
GENERAL RULES

- YOU MUST FINISH!
- You should not finish under time
- Go far enough into each sector to ensure you don't finish early.



AST EXAMPLE

Note 1sm radius tp's

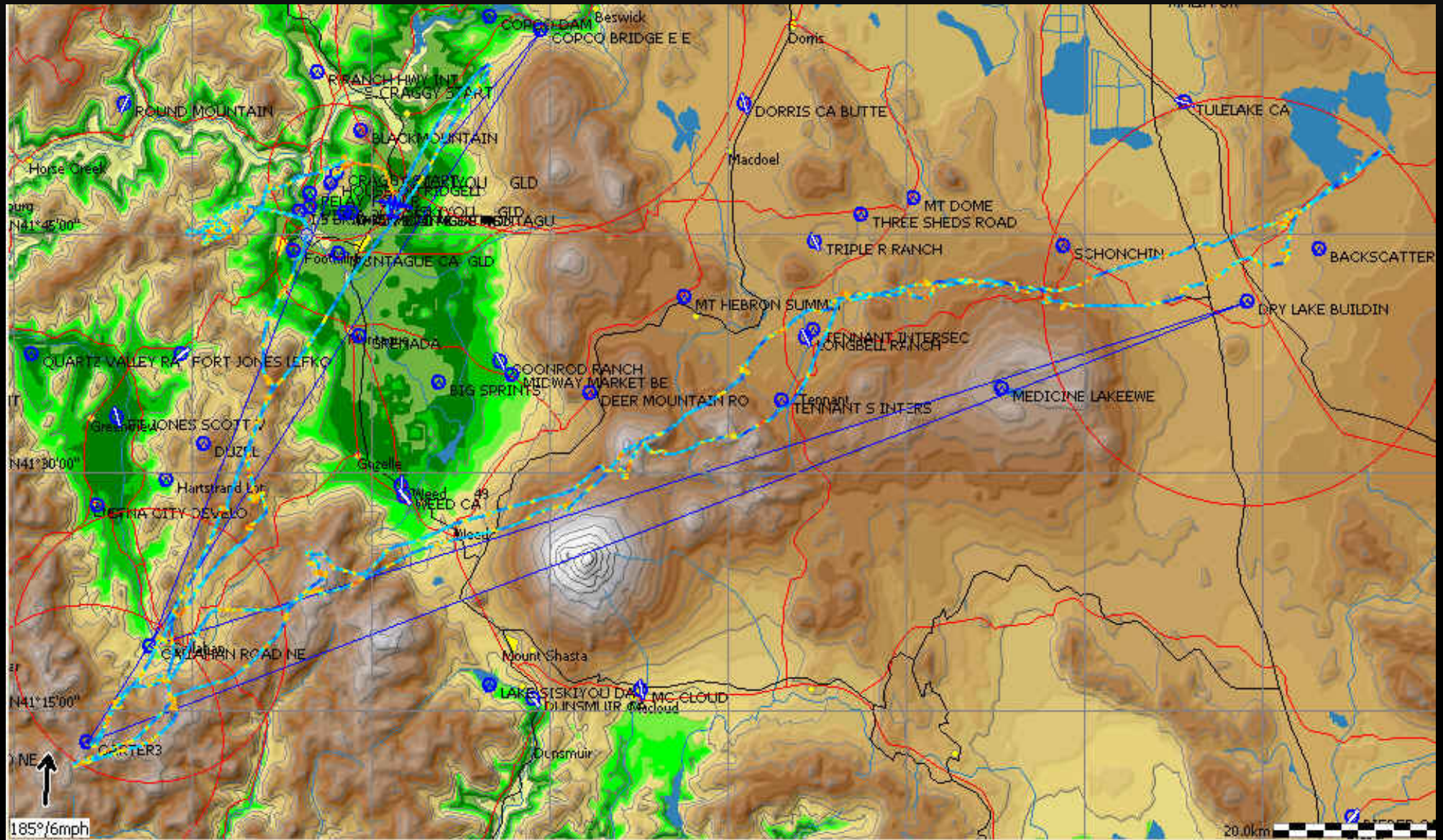


MAT EXAMPLE

*Carter, Grenada
mandatory turns*

TAT EXAMPLE

Callahan 15sm, Dry Lake 20sm, Carter 15sm, Copco 20sm,



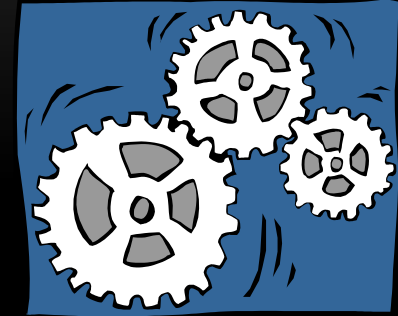
EXPECTATIONS AND OBJECTIVES

- Assess your current abilities;
 - Be objective about your flying level
 - First comps should be regional level not National level
 - Most local race series are only partially representative; Avenal is a great start.
- Realistic expectations
 - Establish prior to the competition
 - Objectives should be relative to personal performance
- Mental Preparation
 - Decision making;
 - Flexible frame of mind.
- Attitude traps
 - Mental baggage
 - Motivational choices

SUCCESSFUL MOTIVATION CHOICES

- Focus on process

- Contest results are a relative measure.
- No risk, no reward. No failure, no learning.



- Don't Rumininate;

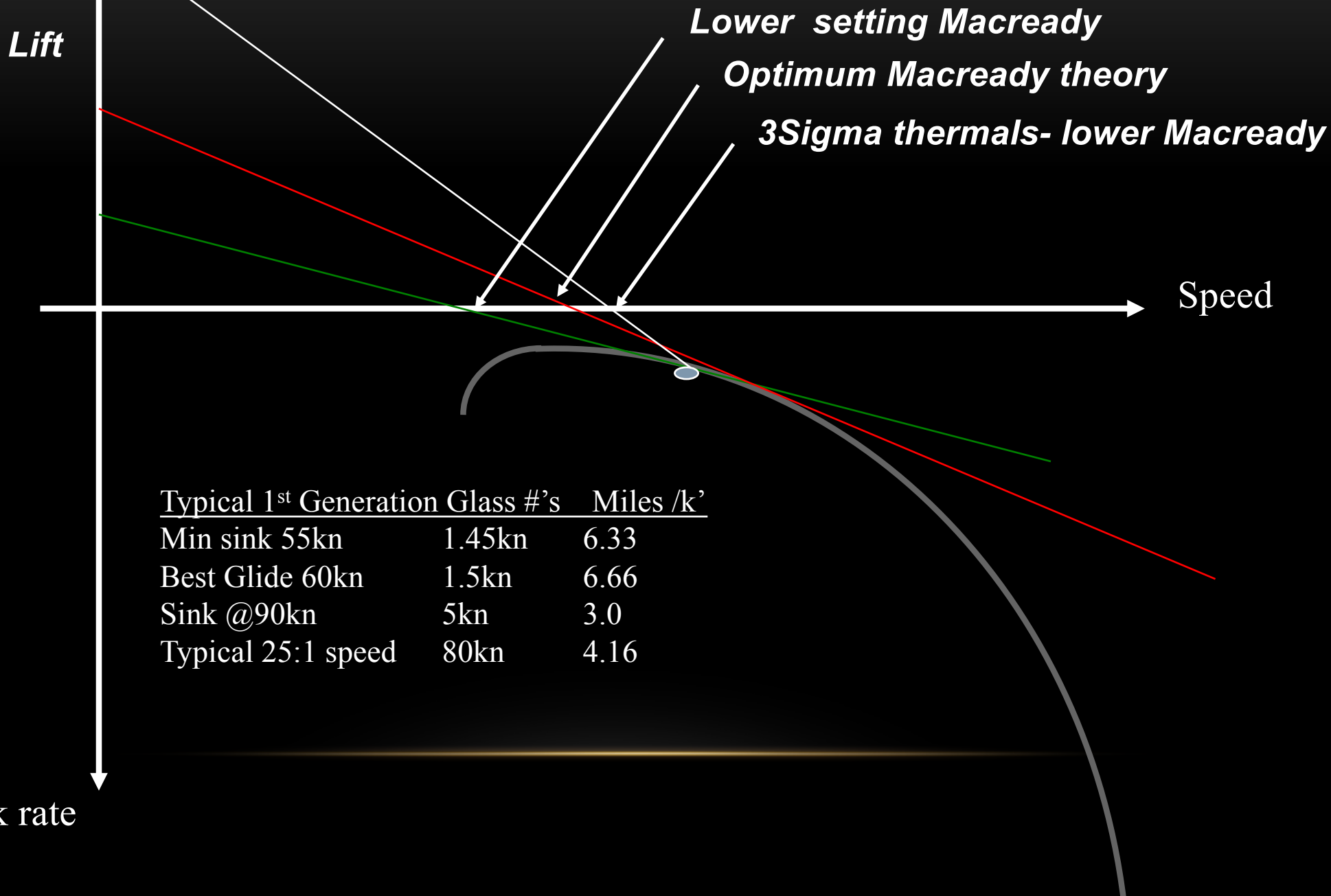
- Here lies the path to misery. Be kind to yourself.
- The glass must always be half full.



- Set meaningful goals

- Learn from others.
- Fly with the best people you can and observe.

BEATING MACREADY



Sink rate

MORE 'MACREADY BASHING'

- Don't overestimate thermal strength
 - Centering, average climb, dithering.
- Fly the energy lines
 - Streets, convergence, ridge
 - 100:1 in a STD class ship is very often achievable
- How fast to fly
 - Fly slower MaCready;
 - Better range not much speed loss, 3 sigma thermals
- When to start
 - Use X-C theoretical speed applied to task distance and 30 mins margin on expected end of day.
 - Check Wx, trends, forecast.
 - Don't plan on leeching (primitive or advanced)

PRACTICE

- Fly Cross Country whenever possible
 - Or if not possible practice aspects of X-C flight envelope
- Set yourself tasks;
 - Establish a training plan
- Analyze the flight
 - GPS traces are a powerful learning tool
- Document learning
 - Helps revision and 'experiential re-load' at the beginning of each season
- Look for patterns
 - They will be depressingly persistent.

EXECUTION

- Strategic and tactical plans
 - Longer term and immediate action plans
- Decision making; DODAR
 - Diagnose, Options, Decide, Act, Review
 - Remain flexible
- Starting
- On task
- Final glide

GENERAL POINTS

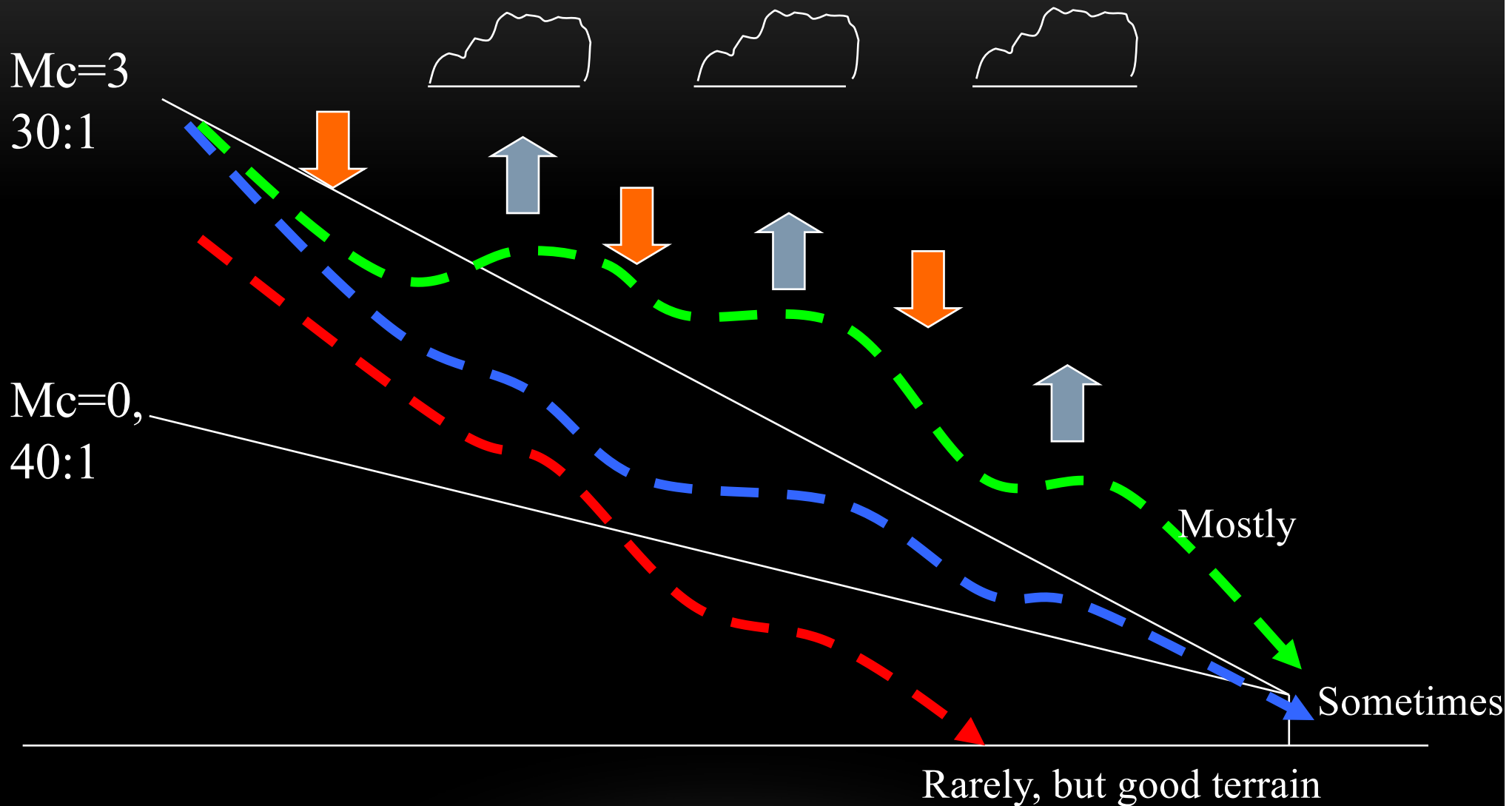
- Challenges in competition
 - Staying rational under pressure
 - Herd mentality, tunnel vision.
- Ways to stay safe
 - Avoid clinging to gaggles especially at the start
 - Be conservative on your final glides especially early on.
 - Make decisions which leave you options at all times
- Dumb things you can do
 - Put yourself in a situation where the only way out is UP
 - Endanger yourself and others through inattentive or selfish thermalling
 - Thermal too close to the trees or ridges in windy or strong conditions
 - Listen to people who whine about the task
- Smart things you can do
 - Eat right, drink right, protect yourself from the sun, wear good glasses.
 - Aim first & foremost to finish. Heavy penalties for landing out.
 - Watch, listen and learn from the better pilots.

THE FINAL GLIDE

- General rule;
 - Final glide should be to the strength of final thermal
- Use a calculator or glide computer;
 - wind, altitude, final climb strength, safety margin
- Manage your energy.
 - Need 4-500' of potential energy available when finishing low & fast.
- Practice with 500' AGL finish with high energy



Final Glide Calculation

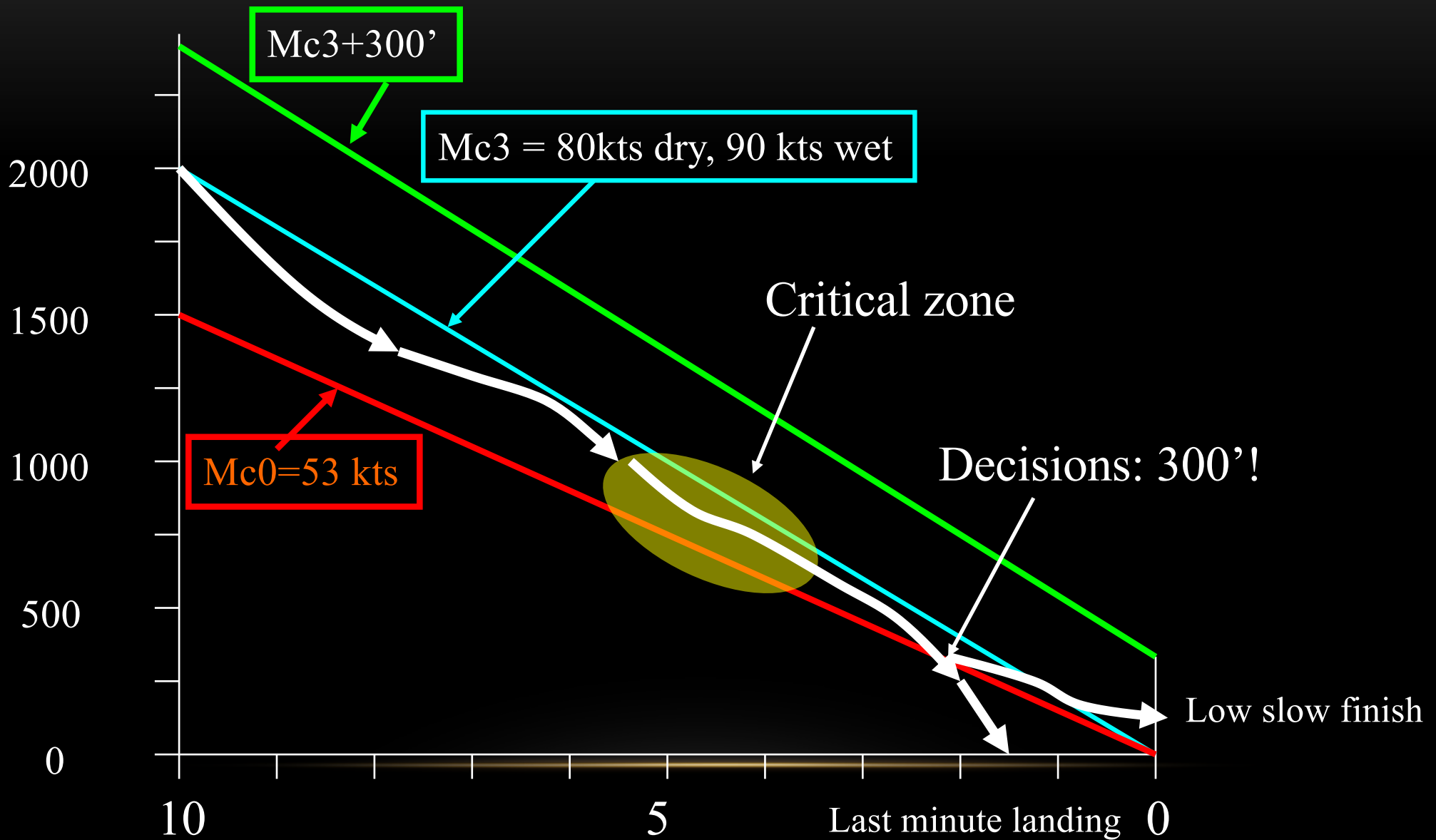


Computer assumes lift = sink.

Appropriate for final glide

Coffin corner on final glide

Where would *you* thermal or land?



LANDING OUT (TRUST ME YOU WILL)



Experience

Crew

Crew procedures

Cellphones

Useful stuff

Crew vehicle

Field Choice

