

OUTLANDING

The Taupo Gliding Club's Newsletter

April – May 2018

Welcome everyone to another edition of Outlanding. Yep! Summer has gone! Autumn has almost finished and winter is definitely arriving. The weather is getting colder and thermals have just about disappeared for good, although even on these cooler days we have had some good flights.

*The winter period might not be so good for flying but it is a good time to sit in front of the fire with a good book such as, *The Club Rules?*..... Yes, we all need to refresh our memories with our club rules and now is a good time to start. They are located on the club's website.*

The next edition of Outlanding will be at the end of June and will only reference the Annual Dinner and Awards as well as the AGM, so if you have an article or alike please forward to Trace by 20th of August for inclusion into the next full edition.

Cheers, Trace

What's inside?

CFI Report

Daily Inspections

Training Night

Mountain High System

GTG

New Members

Achievements

Upcoming Events

Humour



Now heading into winter and boy have we had our fair share of rain, which in turn puts a damper on our ability to fly and also our ability to complete our annual flying competitions? So pilots we still have Wednesday and the weekend so try and get out and get involved in the Airmanship / Bombing competition.

Many thanks to those that attended our Lecture Night on Airspace and Transponders in Gliding, we had good numbers and excellent participation from those present. Their input was much appreciated, this in turn helps endorse the presentation. It is good from my prospective, giving lectures along these lines as I learn so much myself. Many thanks to Hugh for his part on Airspace.

Congratulation to Jolyon for completing his QGP and his first passenger flight in a glider; his flight must have impressed his passenger because Jolyon said after landing he had the biggest grin and that the type of feedback we like to hear, well done Jolyon.

Many thanks to those who help me celebrate a mile stone in my life turning 70 yesterday and for the gifts that ranged from wine, wine, wine Oh!! Did I mention more wine, luggage labels, wine glasses, EKO T shirt, theatre tickets with Jaffa's and wine all very much appreciated and again THANK YOU ALL. One gift was a little premature but thanks for the thought Hugh.



I am heading to Europe again this year and will be away from the 11th June to the 14th of July and ask the Club B cat's to fill in for me while I am away. Trace in the first instant and Tom to back him up while he is around as he too is heading overseas later, so be good and Safe Flying. **SAFETY FIRST**

Daily Inspection *by Trace*

Before a glider has its first flight of the day a Daily Inspection (DI) must be completed and the DI book (Yellow Tech Log TECH-19) must be signed. The references for completing a DI are; AC 3-01 (found on GNZ website), the Tech Log and the glider's flight manual with the purpose of the DI being to ensure that the glider is serviceable and to confirm that there are no defects that have occurred potentially making the glider unsafe for flight.



Before actually commencing a DI, the person conducting the inspection should first ensure that they have the correct TECH-19 for the glider they are about to inspect and to check the TECH-19a (Blue page - Certificate of Release to Service) to ensure the validity of the dates. If

there is any doubt please ask the Duty Instructor.

On occasion there has been a glider flying all day without the DI Book being signed which is not a good sign. This means that the glider has been flying all day either without a DI being completed or there has been a DI but the person doing the DI has not signed the book. This is unacceptable! It also opens up a whole can of worms should there be an incident/accident.

Therefore, it is up to you, the pilot, to ensure that the DI has been completed and that the DI Book has been signed. So, if you are about to fly a glider for your first time on the day, even if the glider has been flying all day, you **MUST** check:

- that the DI Book is the correct one for the glider,
- the DI Book for a signature and correct date for the days operation,
- that the dates for the next Supplemental inspection, Annual inspection, ARA (Annual Review of Airworthiness) and Biennial tests are all valid, and
- for any minor defects that require attention before flight.

If in any doubt ask!

Training Night

Thanks to Bill and Hugh for arranging and presenting the training night on Wednesday the 30th of May. For those of you who were not there the presentation was on Airspace and the use of Radios and Transponders.

There was a good turnout and good interaction between members'. As with all our training nights, the content is intended for both student and experienced pilots alike and each training session is beneficial to all, so if you can, please make the effort to attend.

If anyone would like a copy of the presentation please email Bill.

Mountain High Oxygen System *by Trace*



During the last training session a question was asked about having a training session on the use of the Mountain High (MH) Oxygen System. Until we have a training night, I thought I would put some basic info together. The complete manual is available on the TGC website.

We only have one glider fitted with an oxygen system and that is the ASW28 but we do have two complete MH sets available for the other gliders should the need arise. Our units are the MH EDS Model D1, including GSS.

There are four major parts to the system:

1. Cylinder
2. Regulator
3. Controller
4. Cannula / Mask

The system is powered by a 9V battery

Oxygen inlet and outlet tubing is colour coded RED and BLUE.

There are 10 control settings:

1. Off – Off
2. N – (Now Mode) On
3. D5 – (Delayed Mode) flow will not start until a pressure altitude of 5000 ft is reached
4. D10 – flow will not start until a pressure altitude of 10000 ft is reached
5. D12 - flow will not start until a pressure altitude of 11000 ft is reached (not 12000 ft)
6. F10 – (Face Mask) With all F Modes additional oxygen is supplied at their pressure altitude between 10000 and 25000 ft.
7. F15
8. F20
9. F25
10. R/M – Basically 100% oxygen delivery

Basic set up:

The regulator is connected to the cylinder and the smaller 4mm tubing from the regulator is connected to the RED inlet connector to the controller. To attach the tubing push against the colour coded collar and insert the tube.

The cannula or face mask is connected to the BLUE connector via 6mm tubing.



To turn the controller “ON” push the (+) button. Each time you push the (+) button the next option is available. To turn the controller “OFF” push the (-) button



There are two static ports on the top of the controller that must not be covered and there is a RED alarm for “low fault” and “low battery”. There is also a green indicator light for “Positive Flow”.



For local use on a good day where you might expect you want a clearance from Christchurch, you would be better off to select D10 so when you get to 10000 ft the controller will start to function.



One very important thing you must remember when wearing a cannula is to breathe through your nose. Why? Because you won't get any oxygen breathing through your mouth.

GTG

Currently ME is completing its annual inspection and will be in the air come the 9th of June. Shortly after that, our workhorse GTG will be heading to the paint shop for a refurbish. The exact timing is not yet confirmed but the glider will be out of the air for a few weeks.

In addition to the paint job, the new safety harnesses have arrived and will be fitted when GTG returns. This will mean that GTG will be fully aerobatic again, although, if you haven't renewed your rating in accordance with the latest requirements - it won't mean much at all.

New Members

We would like to welcome the following new members:

- Geoff Thompson
- Gerold Kretschmar
- Travis Funnel
- Louis Harbridge
- Brian Masters

Achievements

Congratulations to:

- Jolyon Reeves for obtaining his QGP – Well done!
- Verina Mitchell from the Manawatu club for once again going SOLO – Well done!



Upcoming Events

Just a quick reminder about the following events.

- GNZ AGM 9-10 June
- TGC Annual Dinner and Awards night and AGM 16-17 June
- Hobby Expo 13-15 July

Humour



A C-130 was lumbering along when a cocky F-16 flashed by. The jet jockey decided to show off. The fighter jock told the C-130 pilot, 'watch this!' and promptly went into a barrel roll followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier. The F-16 pilot asked the C-130 pilot what he thought of that. The C-130 pilot said, 'That was impressive, but watch this!' The C-130 droned along for about 5 minutes and then the C-130 pilot came back on and said: 'What did you think of that?' Puzzled, the F-16 pilot asked, 'What the heck did you do?' The C-130 pilot chuckled. 'I stood up, stretched my legs, walked to the back, took a leak, and then got a cup of coffee and a cinnamon roll.'

