

# OUTLANDING

## The Taupo Gliding Club's Newsletter

**December 2016- January 2017**

*Welcome everyone to another edition of Outlanding. It is good to see that summer has arrived at long last and that there have been some fantastic flights. These conditions won't last long so make sure that you make the most of the time available.*

*If anyone has an article or notice for the next edition please forward to Trace by 20 March 2017. Cheers!*

## What's inside?

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Once again we have had an occurrence with a Q300 close to Wairakei and as you have seen Hugh has sent out the **RED ZONE** concept endorsed by the committee, thank you Hugh well written. We are not saying not to use this area as we get very good convergences in this area but to heighten the awareness of traffic on instrument approaches into Taupo when using runway 17. As Hugh has pointed out if these occurrences continue it could be very detrimental to our operation.

If you see or hear an aircraft on an instrument approach and you are in the area make sure they know you are there and move clear of the area, it is difficult because our glider profile against cloud makes it near impossible to see until we are too close for their comfort, if in the area take your climb and move clear, try and leave this area clear.

We are entitled to be there and under aviation law they must give way to gliders but let's not put that to the test in a coroner's court. As Hugh rightly points out we must share this airspace and have a responsibility to work with other Taupo Airport users to make it as safe as possible and eliminate any further occurrences. I will be updating the Club Flying Rules in the near future. *Every time I write for the News Letter I push the MBZ/CFZ, sorry but we need to keep pointing out the hazards of flying in busy airspace.*



Heighten Your Awareness in the **RED ZONE**

**SITUATIONAL AWARENESS**  
**GOOD AIRMANSHIP**  
**GOOD LOOK OUT**  
**GO HAND IN HAND**



On a lighter note may thanks to all the instructors, tow pilots and members that assisted with the Youth Glide Camp, "thanks a million for all your help" the youth who attended went away happy and all achieved their goals both in flying, gliding exams and theory subjects. I am not going to say anymore as there will be a lot of articles written about the weekend.

Good to see the ASW28 getting used and everyone seems to be enjoying the aircraft, in saying that folks let's look after it, give it a clean after flying and a polish every now and then and only use approved cleaners on the canopy, if you are not sure what to use ask!

Congratulations to Ivan Booth for his solo achievement and to Nick Simmonds for a very successful out landing. Also Akira for re-soloing during the youth glide camp, well done guys. Just to keep you all in the picture Tony Budd is well down the road with his training to be the next "C" Cat Instructor in the club and was used during the Youth Glide Camp taking the youth through their A cert questions and radio exams etc. This is great news.

## **CROSS COUNTRY FLYING**

Firstly what does the club see as a cross country flight; if you intend flying more than 10 Nm from Centennial Park you will be flying cross country and must be carrying a PERSONAL LOCATING BEACON which are available in the office, just make sure they are returned. For post solo students you are required to remain within 5 Nm from Centennial Park; I have enclosed a map to show you where those boundaries lie. Once you are cross country trained or have done a cross country course then you need to:

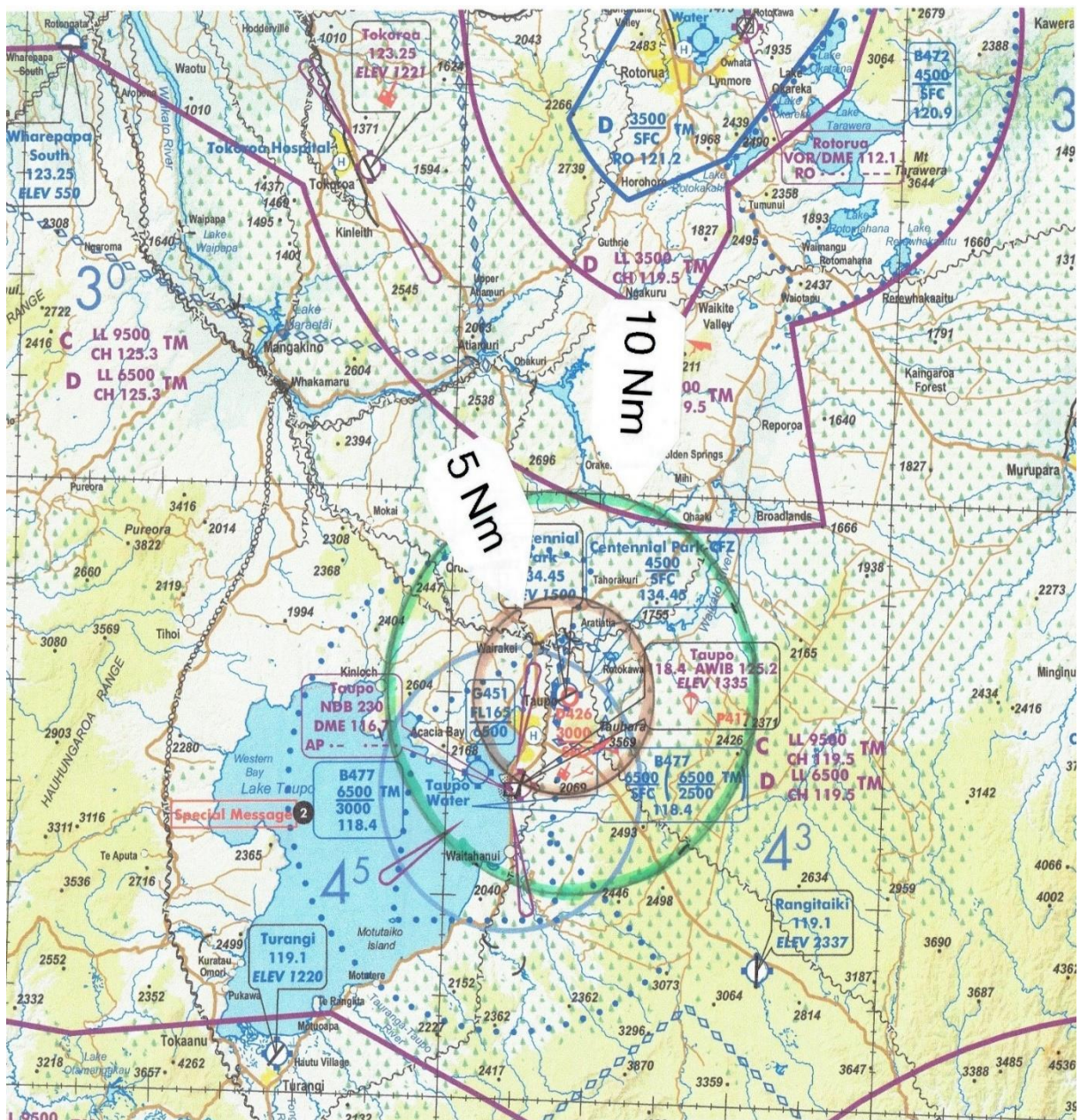
1. Plan and inform
2. Have a retrieve crew or personnel willing to come and get you if you land out
3. Have your vehicle attached to the trailer and ensure all derigging components are present.
4. Place your car keys in the lecture room on a hook or leave in the office. Let your retrieve crew know where they are.
5. Take water, food, sunhat, jacket, ELB, pickets and make sure you have what you require in your FIRST AID KIT
6. Write your intentions on the white board on the club house deck stating flight intentions and possible return time to the field.
7. Regular OP's NORMAL CALLS (relay if need be)
8. If you do land out you must seek the permission of the land owner or manager before commencing an Aero-tow or Land Retrieve

## **THIS INCLUDES PRIVATELY OWNED GLIDER PILOTS**

Here is an extract from the Club Flying Rules and these apply to all glider pilots who fly from Centennial Park:

### **6.18 CROSS COUNTRY and COMPETITION FLYING**

- a) Before a suitably qualified pilot may undertake a cross-country flight in a club glider they must first obtain clearance from the duty instructor or C.F.I.
- b) Non QGP pilots will remain under the direct supervision of an instructor.
- c) The Pilot must advise the duty instructor of their proposed task or destination.
- d) A personal emergency locator beacon shall be carried when flying greater than 10nm from the airfield.
- e) Radio reports to the Club must be made at least hourly, advising status of flight. (OPS Normal call)
- f) Pilots undertaking cross country flights are responsible for making arrangements before take-off for recovery of the glider and of bearing the cost thereof. Such recovery is not to interfere unnecessarily with other club activities.
- g) Pilots are to ensure that the trailer is warranted, registered, road worthy and suitable for the retrieve.



Copy of Chart showing distances

## FLYING LATE

If you come to fly late in the afternoon remember most have been there all day and are ready to go home so before flying make sure that someone is prepared to stay behind and assist you put the aircraft away. Not only that an Instructor must be on the airfield when flight Operations are in progress. We have a responsibility in the event of an emergency or if an aircraft fails to return so as to initiate Search & Rescue or emergency services or for that matter a retrieve.

Safe Flying Everyone  
Bill Kendall CFI

## A Simple Guide to Gliding in France *by Tony Budd*

I live in France for half of the year and have enjoyed my ongoing power flying with the Aeroclub du Limousin based at Limoges Airport. I can fly in France using my EASA licence and the Class 2 medical is also recognised across Europe. It's only taken the various aviation authorities about 20 years to reach this amazing level of European cooperation!!



In the beautiful Charente region (where we live) I look up into the summer sky almost every day to see fantastic soaring conditions...cloud streets running forever and further south we have the Alps for mountain flying. So 2016 had to be the year to get the finger out.... join a French gliding club....and stop boring my wife Suzanne with endless talk of clouds (as she calls it).

That part was relatively easy and I found a club about a one hour drive away at a beautiful medieval town called Chauvigny. Great people, a good fleet of single and two seaters with plenty of availability. A bit like Centennial Park, we have grass only, no winch and a well-worn 180hp Rallye tug.

Everything going well so far and foolishly I thought just a few check flights then hit those thermals big time. No....No.....France does not make anything that easy. Gliding is still tightly controlled by their civil aviation authority and has never been relinquished to a sub-authority such as the NZGA or BGA. So immediately you find yourself in the same system as an AirFrance A380 captain with 20,000 hours in his logbook.

Then came the negotiating with them:-.

Will you recognise my NZ QGP?

Non!

Will you recognise my English gliding certification?

Non!

So what happens now?

Can you ask the New Zealand government to write to us? (Oh yeah!!)

Or

You must start from scratch Monsieur!

Very disheartening but with a lot of back door help from our great CFI, Jean-Pierre Peghaire a compromise was reached(or you could say 'take it or leave it'):-

We will accept your EASA class 2 medical!

We will waive ground exams as you have a PPL(A) and familiar with French airspace! You must do twenty flights.....at least three under instruction, ten solo minimum, cross country and passenger ratings and a final flight test.

That wasn't so bad!

So onto the first briefing. Unlike power flying, all gliding radio chat is in French, altitude in meters, and speed/distance is kph/ kilometres. The glider is a "planeur" and gliding is "vol a voile "

All sounds easy but in a simple circuit the brain is working.....QNH is 134 meters.....I want to rejoin the circuit at 1000ft above surface.....so bloody



hell....quick..what does that work out to be in metric ??? Then into a good thermal...round and round we go....quick look at our height...reading only 2000....surely we have done better than that...but wait a minute, that's meters. A quick conversion.....about 6500ft...phew...that's better!! And so it goes.

First day...first flight and I try to be helpful around the place. We drag out the Alliance SF34 which is very similar to the ASK 21. Shall I do the DI asks moi....blank stares!! Must be my accent!! Ask again.

Amazing...no DI...no DI book. "The glider is already rigged Tony.....no snags were reported after the last flight...so it must be OK....et voilà "They must have seen the look of concern on my face so suggested I could do my own DI if I so wished. I think I could read their thoughts....."bloody whimp!!"

In no time at all we were strapped into the glider and as I would be doing all the flying with Jean-Pierre in the backseat I needed to ask a few urgent questions.... it was all beginning to happen rather quickly. Pre-flight checks.... much the same...except air brakes remain open until absolutely ready to go, as closing them is the signal for the tug to start rolling...that one could be very embarrassing ....otherwise no big differences. Then one final question to Jean-Pierre...."When I release off tow Jean-Pierre, which way do I turn..left or right ?" Wonderful reply....." It does not matter Tony ...turn whatever way you choose...but please make sure you have released before you turn" I think it's called "savoir faire"....(a kind of elegant way of saying the right thing!!!)

Some fun learning the French flying jargon. Take off is Decollage....(easily confused with Decolletage...ladies exposed cleavage). Downwind is Vent arriere....(easily confused with Vent derriere....windy bottom!!) No guessing what the brain tries to say when under a bit of pressure! Runway is the 'Piste'.... our members would easily relate to that one as they are frequently 'on the piste'.

Anyway, it all worked out well in the end. I now have my very posh "Republique Francaise Licence - Pilote de Planeur" and some great soaring days in the bag...plus falling in love with the Libelle. Apparently, whatever kind of hotship you own in France .....you always have your Libelle in the background for the sheer pleasure of flying it. Although built by Glasflugel in Germany, the French will tell you that its designer lived in France...so that's all it needs for them to take it to their hearts.

The region is just magnificent from the air...winding rivers.. chateaux, and the fields are so flat and usually bigger than the airfield...so no landing out worries. What a pity though....they totally ban any attempt of an aerotow out of such accommodating fields.

We do have a nuclear power station not too far away from our airfield. Great nav aid to see the giant cooling towers from miles away but beware.... God help you should you fly anywhere near it (Restricted Zone) you can expect a welcoming party of very unforgiving Gendarmes waiting to take you away after landing. And as you will be the one glowing a strange green colour in the dark...they can easily spot you.

Otherwise highly recommended to anyone who is planning a trip to France and would like to take advantage of those wonderful conditions. I am always available to help with more information and planning. And bring a hat....a hot summer day in the Charante will give you cooking temperatures under the canopy!!

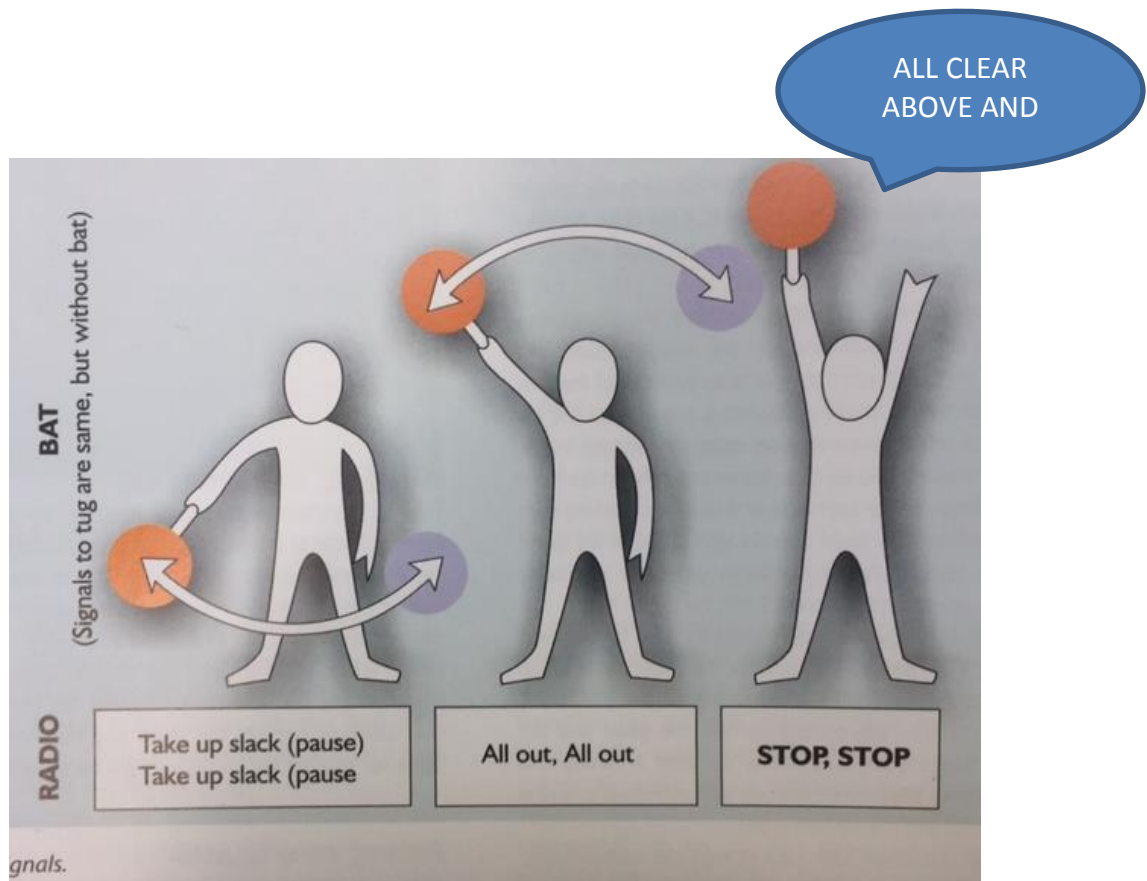
## Launch Signals *by CFI Bill Kendall*

Another subject that has been brought to my attention is that our ground signalling during the launch is slipping so it is a good time to review the procedure. Remember this is an important job and the wing man in our club is responsible for the safe launch of the glider. Be aware that a number of things can go wrong i.e. other aircraft in the circuit either launching or on short final, you need to make the decision if you have time to launch your glider, you can pull the wing down if holding the wing from the leading edge, you can trip on your shoe laces causing you to fall dragging the wing down. Not good if the aircraft you are launching has water in the wings. Too many people around the launch who could potentially interfere with or walk in front of the aircraft or be close enough to be clipped by the wing. It's all about SITUATIONAL AWARENESS - **LOOK - THINK - ACT**

Be confident and make sure that your signals are clear and positive (**USE A YELLOW BAT**) See the diagram below, make the arm swing a 45 deg swing so that the tow pilot can see you in his rear vision mirrors, remember they are vibrating so a good positive swing is essential.

Remember the steps:

1. CHECK CANOPY AND AIRBRAKES LOCKED
2. PRESENT THE TOW ROPE TO THE PILOT IN COMMAND. CHECK NO KNOTS
3. HOOK UP TO GLIDER, IF FIRST FLIGHT CHECK RELEASE
4. MOVE OUT TO THE LEFT WING, HOLDING THE WING BY THE TRAILING EDGE AND LEVEL
5. TAKE UP SLACK
6. STOP SIGNAL, CHECK ALL CLEAR ABOVE AND BEHIND
7. ALL OUT, RUN WITH GLIDER AND LET THE WING FLY OUT OF YOUR HAND
8. MONITOR THE TAKEOFF (OR DEPARTURE)



## Wing Running *by Trace*

There have been a couple of occurrences where pilots have had difficulty during the launch involving incorrect wing running, so I thought it would be a good opportunity to go over the procedure.



The basic principle for wing running is to keep the wings level. This is done by lightly holding the trailing edge of the wing and keeping the wing tip usually about waist height. After the all-out signal has been given, the tow plane accelerates and the wing runner must run alongside the glider until the accelerating glider's wing leaves your hand.

***At no time is the wing runner to hold back on the wing tip or try to assist by giving the wing a push. The whole idea is to just keep the wings level.***

***How far do I have to run?*** That depends on the glider and the conditions of the day. The ASK 21 or PW5 on a breezy day will only require you to run a few steps whereas a glider carrying water on the same day will take considerably longer. On a still hot day even more effort will be required by the wing runner, so consideration must be given to your capabilities at the time to ensure that you are able to run the wing correctly.



Incorrect wing running with a glider can be extremely dangerous. With limited aileron control at slow speed it is difficult to keep the wings level during the initial ground roll and should a wing drop, then there is the likely situation that glider will spear off in the wrong direction causing personal and/or material damage. This is especially the case with a glider carrying water. If the wings are not level, the water will run to the low side and make it even harder for the pilot to pick the wing up. The pilot will let you know if they are carrying water and a good indication that the glider is carrying water will be the wing walker is still attached to the glider when it is on the grid.



Just remember, it could be you on the receiving end of an incorrect wing run so think how you would like the wing runner to act when you are being launched and do the same.

## Pilot Annual Returns

It is that time of year again when Pilot Annual Returns are due. In the near future, if not already received, you will receive your annual return to be filled out. This is a GNZ requirement and all returns need to be completed and returned to Bill Kendall CFI by 28 Feb 17.

Members affiliated with other clubs who are also members of TGC are required to complete and annual return and return same to Bill.



## Youth Glide Minicamp – Taupo 2017 by Campbell McIver



During a successful Youth Soaring Development camp in Omarama last December, a few North Island friends had an idea to find a way to go flying together in Taupo during January. Quickly, as this idea caught on and with a large amount of interest it then developed into a Youth Glide Mini-Camp. The camp was limited to 10 students and with Taupo being central to those from the central North Island (mainly from Matamata, Hawkes Bay and Tauranga) and a beautiful holiday spot we decided to meet there mid-

January. Hugh de Lautour, Taupo's president was delighted to hear of our interest and was very welcoming to hosting a Youth Glide Mini-Camp.

With an outstanding contribution from Kirstin Thompson from the Hawkes Bay Club who came to supervise, cook and generally mother us to keep us on track we had what it took for a camp to go ahead.

On arriving at Taupo, Sunday evening, we rigged Auckland's Duo Discus, setup camp and headed for the Thermal Spa Park. An opportunity for everyone to catch up meet some new faces. This spot proved to be incredibly popular in the evenings after flying.



Despite Day 1 being blue with an inversion at 4500ft, the south westerly wind allowed Mt Tauhara to provide reliable lift to 4000ft with weak thermals rising to 4500ft and later to 5500ft. It was a good opportunity to give the students area familiarisations at Taupo (Centennial Park) and continue with A, B and QGP syllabus training. It turned out to be a long day with the Duo Discus landing well after 7pm that evening. With everyone buzzing after their first day we enjoyed a fantastic dinner and headed down to the Lake front for a look around and another visit to the Thermal Spa Park.

Day 2 proved to have similar conditions to Day 1, so to stop those when not flying having a game of pool, we scheduled some lectures for radio, emergency procedures and various other exams. We continued with training students towards QGP and began briefings on single seaters. We managed to get all pilots in the air for at least an hour each and progressed with signing boxes off their syllabus.



Day 3, though conditions had barely changed we had several students flying solo which allowed them to get their 30-minute and 60-minute solo soaring flights signed off. There was also lee wave behind Mt Tauhara which allowed both Duo Discus (TT and DX) to climb to over 6500ft.

Day 4 was a write off (apart from a one hour gap between 3:30pm and 4:30pm) so the morning was dedicated to signing off everyone's A & B cert questions while the more advanced students focused on further exams. Once everyone was tired of the classroom and the weather was still clagged in, we went for a trip out to the Huka Honey Hive and the AC baths to relax.

Day 5 proved to be a very interesting final day. We had a light south westerly wind with storm fronts coming in from the east overhead Kaingaroa Forrest. DX went out towards Mangakino before heading back towards Kaiangaroa and running the storm front. During the flight, Allie and Campbell got down to 1000ft AGL twice, once near Mangakino and once at Ohaaki power station on the way back from the forrest however managed to get home. A great exercise in paddock selection and flying in overdeveloped cycling skies. Trev Terry took Sam Tullett out nearly to Whakatane however had to motor up due to overdevelopment and rain.

By the end of this day we had managed to get all pilots who had previously soloed, solo again and all our pre-solo pilots are nearly at a solo level. Rakesh and Laura both completed their 60-minute solo soaring flights as well.



Having a youth run camp was amazing and we have learnt huge amounts to better structure them in the future. This camp couldn't have happened without support the support of the amazing Kirstin Thompson who, with the help of Jana Thorrman, kept us going with amazing meals, 3 times a day. We truly cannot express how grateful we are for the hard work Kirstin put in behind the scenes, not only with cooking, but with organisation to make the camp such a success.

Also, a big thank you to Hugh and all the members and instructors of the Taupo Gliding Club including but not limited to Tom Anderson, Bill Kendall and Trev Terry for the contribution of their aircraft and services towards the camp. Also to the Auckland Gliding Club for the use of the Duo Discus. Another message of thanks to Simon Peterson for his assistance on the ground.



On behalf of Youth Glide New Zealand, we would like to thank all those across New Zealand that make these camps happen. We run these camps to help our member's progress towards QGP and beyond, and increase youth involvement in clubs.

We encourage as many people as possible of any age to join Youth Glide New Zealand as a social member. With greater membership numbers, it allows us to present ourselves as a larger organisation with a strong backing and gain fantastic sponsorship for these camps.

To conclude simply, what an amazing week! Bring on the next camp!

## Achievements



CONGRATULATIONS! To Ivan Booth. Ivan went solo on 05 Dec 16 and achieved his 'A' Certificate at the young age of 70. Well Done Ivan!



- Nick Simmons has completed a successful outlanding...well done!
- On Sunday the 29<sup>th</sup> of January 2017, we had a first at the TGC. It was the first time that six private owned gliders by TGC members took to the air in the same afternoon; Hugh, Trev, Bill, Stuart, Colin and Trace all took off and went in various directions. The sky was full of promise only to turn out to be a bit of hard work in places although there was plenty of good lift in others. A good day out was had by all.

## New Members

We would like to welcome the following new member:

- Ewen McKenzie

## Upcoming Events

Just a quick reminder about the following events.

- Central Districts Gliding Championships – Greytown 04-11 Feb 17
- Denis Filgas departing – 11 Feb 17
- Sid Gilmore departing – 20 Mar 17

## Humour

