

OUTLANDING

The Taupo Gliding Club's Newsletter

October – November 2017

Spring weather has been a welcome relief after the dismal wet that we have seen over the last eight months and with the improvement of the weather we have seen some good soaring days. Conditions will continue to get better as we roll into summer so it now time to ensure that you make the most of these soarable days and commit to achieving those soaring goals that you have set yourselves during the winter.

Christmas is also fast approaching and I hope that you all have enjoyed the reading throughout the year and I also hope that you all have a very Merry Christmas and a safe and prosperous New Year.

If you would like to place an article or notification in the next edition of OUTLANDING please forward it via email to Trace no later than the 30th of December 2017.....cheers, Trace.

What's inside?

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First off I would like to thank Tom for filling in for me while I was away in Europe for two months it just goes to show we need more instructors coming through the system to be able to step into the CFI role. Unfortunately the Gliding NZ system makes it difficult to progress new candidates and I can see we will have a major shortfall in instructors in the foreseeable future, which will have a major impact on the clubs ability to operate as we are today.

Also many thanks for all those that helped with the Central Plateau Competitions; we had 17 pilots attending at various times and the weather was varied as seems to be the way at that time of the year, even so we managed 4 reasonable flying days with 1 or 2 being exceptional. Brett Cameron and I had some great flying and it was good to see GSS getting a good preseason airing. Brett is off to Matamata for the North Island Regionals with GSS in tow GOOD LUCK mate, good to see you getting some flying in before your busy season kicks in.

From a safety prospective the club is doing a great job but don't get complacent, we need to be vigilant and watch each other's back. SAFETY is the responsibility of all; I am just the SAFETY CAPTAIN.

Recently we had a premature rope release in GME at 150 feet resulting in a straight ahead landing on Land Corps farm to the north of the Motor Sport Park. Unfortunately GME was slightly damaged and she is now in Auckland being repaired. A big congratulations to Nick Simmons for his efforts in getting the glider on the ground with very little damage and making a sound decision to land ahead and not try to return to the airfield from that height. Your first land out. The fence was another matter and 10 posts had to be replaced thanks to Bill Dawson and Martin Jones. We still need to investigate why the hook released and we will be getting the engineers to check this. Both Nick and Ivan were unhurt; that is why rope break training plays a big part re-solo.

Remember:

1. If your rope breaks early on take-off – LAND AHEAD
2. If it breaks a point over the threshold – LAND OUT (always scan on take-off from the field for a possible landing sights and keep them in your mind) Land ahead or minor deviations.
3. If your rope breaks at 250ft – 300ft – LOWER THE NOSE AND TURN 180 BACK TO THE AIRFIELD.
4. If your rope breaks at 500ft – YOU CAN DO A MODIFIED (abbreviated) LOW LEVEL CIRCUIT AND LAND AS PER NORMAL

Broadcast your intentions, if possible, so that other traffic can give you space to make an emergency landing and so that others can respond to the emergency. Don't forget that OP's 10 and if the aircraft is damaged file a CAA 005 check with Tom or myself what is required.

REMEMBER: Safe Speed Near the Ground **STALL + 10kts + ½ the Wind Speed**

Train yourself to judge heights and angle of bank. FLY THE AIRCRAFT.

SAFE FLYING train yourself with SITUATIONAL AWARENESS stay focused.

LOOK

THINK

ACT

50th Anniversary

The club celebrated its 50th anniversary over the 21st - 23rd of November Labour weekend with a fly in, a planned open day with static and air displays along with the opportunity to go gliding. Unfortunately the weather wasn't to be kind for the whole weekend and not a lot of gliding was achieved, however, Saturday did see good weather and a good turn out with about 80 guests for the speeches and evening get together. With the number of guests attending and the activities that were achieved the weekend could only be classed as successful and a special thank you goes out to all of you that assisted in ensuring that the event was a huge success.



A French Tale by Tony Budd

Well it's good to be back in sunny Taupo with a new season of flying to be had once this horrible weather sorts itself out.

Summer in France was very hot and dry...so perhaps too many days of blue thermals but the good days were certainly there and some of our keen cross country guys were clocking up 400/500 km flights with no problem. They really are keen on these long flights and they won't bother to open the hanger doors for anything less.

It's typical for the CFI to point you towards your machine for the day and tell you that your task is (say) to fly to Tours, about 100km, fly home to Chauvigny and then repeat it if you have time. If you are lucky you just about have time to "drain tanks" grab your hat and map and programme your Oudie while you wait in the launch queue.



I had just one occasion of failing to get home. A land out about 5km short of home.....very frustrating!

It was good fun to have visiting groups of pilots from Belgium and Switzerland over the summer. They appear to enjoy the greater freedom of the French airspace. Talking to one of the Belgium pilots he explained, 'in Belgium we virtually have no uncontrolled airspace. They have given us some free corridors but with a 20m glider your fuselage is ok in the corridor but you have the port wingtip in one controlled space and the starboard tip in another' all said without a flicker of a smile !

Quite a few of them arrived with the new Pipistrel Taurus self-launcher, obviously a popular machine in Europe.

And at last I got my French tow rating. I won't bore you with the paperwork involved but it lived up to the bureaucratic nightmare image of France.

The launch procedure is set by the FFVV and quite different to ours. The tow plane takes-up slack without any signalling at which point the glider wingtip will be left down until the pilot shows the wing runner he is ready. The wing will only be lifted when the wing runner has checked for other any conflicting traffic and is happy for the launch to go ahead. This happens with air brakes fully extended. When the air brakes are closed that is the signal to the tow plane to start rolling. No bat waving involved at all.



We tow with a 180hp Rallye. Not exactly a great performer like our Pawnee but stripped of unnecessary weight such as rear seats and never filled above half tanks it does the job. Tow pilots must be experienced glider pilots as the procedure is to tow to a max height of 2000ft

AGL then find suitable lift for the release. With a novice glider pilot behind you it is assumed you will wave him off at the right time or risk landing with him still attached!!

And just one more picture of "himself" with passenger overhead Chauvigny. Flying a bit slow as usual!!



Oshkosh 2017 by Alan Clarke



My wife Donna and I decided that if we were to go that far to get to Oshkosh we might as well make a trip out of it. So we went to Oshkosh and added on a 4,000 mile USA road trip from Chicago to Seattle over eight weeks.

First stop was Chicago, bloody hot, went on a city bus tour and also to the museum to see an intact German U boat U505. The exhibit was amazing and we were able to go inside too.

We then picked up Chrysler 7 seater rental car virtually brand new - had sliding side doors which are great for touring. We then bought all camping gear including a medium size instant one minute to put up tent for \$400 at Walmart. Everything is cheap in the USA except medical insurance.

We joined the KOA campgrounds of America chain and set up camp for three days near Chicago to rest and get sorted. On the second night we copped a huge thunderstorm for eight hours, the tent and ourselves survived 99% OK.

Thereafter, we had almost no rain for seven weeks - big drought and fires in the Western USA and Canada, lots of smoke but somehow we were lucky and missed most of it. Then to Oshkosh EAA big air show for recreation and home builders of light aircraft; 5,000 planes and 40,000 campers.

Camping at the show was good, our camp neighbours were a great bunch and we made some good friends. The show goes for a whole week, and some enthusiasts have been attending for more than 30 years. They have an air show daily with everything including the stealth bombers, B52, B17 & B29 and more and more and more! They even have two night air shows with a massive firework show afterwards

Next door is the EAA museum, lots of rare aircraft to see. There are over 50 workshops daily to choose from – all for pilots. We went to a several including doctor pilots on topics like “are you told old to fly” and “flight and altitude fatigue”. Most were excellent.

Amazing ATC operating three different runways at same time and is busiest airfield in the USA for a week. One thing I never expected was the fellowship – we were among tens of

thousands of pilots - looking back it was being among fellow pilots and aircraft enthusiasts that made it so enjoyable.

Donna went for a nostalgic ride in a Bell 47 and is now an Oshkosh groupie. I should have paid \$450 to ride in the B17. My camping neighbour Dennis did and was up for over an hour as part of the air show - wow!

Ford Trimotors aka 1930 were doing rides all day too! Another highlight was commemorating the Doolittle raid on Japan. 16 x B-25 circled the field for an hour, and then we were addressed by a 102 year old veteran of the raid.

Down in the far corner was a grass strip for STOL aircraft and home built helicopters which was neat to watch, apart from one fool who insisted on extreme nose high approaches and steep slow climbs - I cringed and looked the other way.

A Lindbergh replica was also flying, and paragliders aerobatics including several loops. I only saw one electric aircraft and only one WW1 aircraft.

Anyway a whole week of it was bloody amazing and I cannot really capture what it is like in writing, so ya gotta go to see for yourselves.

Task Pilot *by Trace*

By now most, if not all, of you would have seen and/or read about Task Pilot which is a programme that has been created by Brian Savage for use by club's to assist in retention of members.

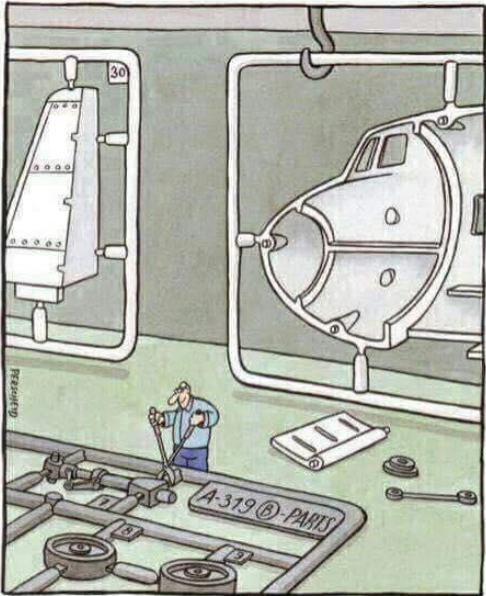
We used Task Pilot during the Jerry's XC course at Omarama and I personally found it to be extremely helpful and as such I will be running a training session for Task Pilot in January. It will have tasks loaded into it which will be suited for different levels of experience, so watch this space.

Upcoming Events

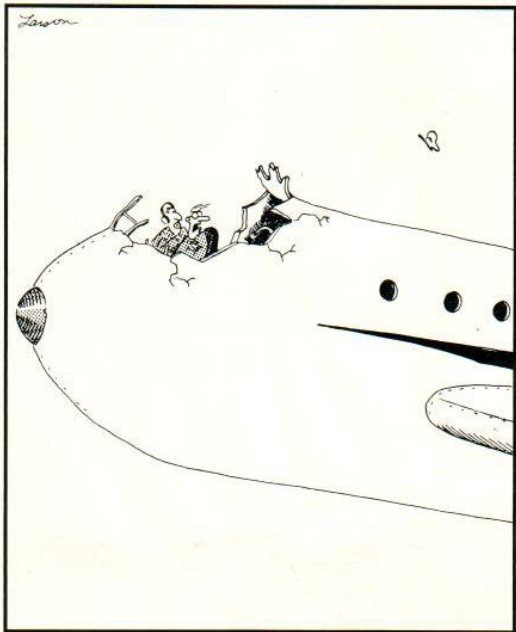
Just a quick reminder about the following events.

- Tauhara College 6th December 8 to 10 students from 10am
- Rotorua A.T.C. 8th to 10th December - 25 plus students camping
- Christmas Camp – 26th December 2017 to 7th January 2018
- Cross Country Course – Matamata 1st to 5th January 2018
- Club Class Nationals and Audi Enterprise Competition – Drury 5th to 13th January 2018

Humour



Juergen's job at Airbus was exactly like his childhood dreams.



"Oh, great! Now there goes my hat!"



MERRY CHRISTMAS EVERYONE and have a SAFE and HAPPY NEW YEAR