

OUTLANDING

The Taupo Gliding Club's Newsletter



November 2019

Welcome to another edition of Outlanding. How quickly has this year gone by? We now head into the Christmas period and hopefully an awesome soaring summer. Normally this is the last edition until the end of January, however, this year we will have an edition at the end of December.

If anyone has an article or notification to be included into the next newsletter, please have to Trace by 20 December 2019.

Fly well and have fun!

Cheers, Trace

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CFI Report by CFI Bill Kendall



Firstly let me welcome Rebecca Simmonds to the club and she is doing well. It great to have a female pilot amongst us, she will fit in really well once she get to know us all and the operational running of the clubs activities so watch out guys.

It looks like we are having problems with Batteries again with at least one failing after just an hour in the air. Or is it that our charging regime is to hap hazard and batteries are not being fully charge. I will be purchasing a good quality battery tester and conditioner so that we can at least do the basics. The problem is if they are run down too much, in other words the voltage get to low it can markedly reduce the batteries life. I will also place a clip board in the workshop adjacent to the battery charging station so that we can record the charging operation and times on and off charge etc. (batteries will be numbered), so I ask you to assist us in this task. Before we buy new batteries we should consider upgrading to lithium (at some cost).

At our recent Instructors meetings we have been discussing the Circuit Patterns joining and exiting Centennial Park in order the comply with CAA rules around uncontrolled airfields. See the Centennial Park landing chart below. Due to the fatal accident at Masterton involving two aircraft joining on opposing circuits a warning was published and this was a part of my last New Letter content (I hope you all read it). So we are working through items like circuit training and this will mean some changes as to how we operate. At the same time this is a gliding site and we don't have the ability to power up and go around again. So it will mean we need to work on training around exiting and joining the circuit, but at the same time teach our glider pilots cross country land out techniques; not to use geographical features. We need to be able to assess heights above the ground and to eye ball your landing aiming point along with good circuit planning, as you would with any out landing. Watch the space and be careful in and around the circuit; if you find yourself doing a **NON standard circuit** because you are to low make sure you broadcast it on 134.45 and make sure everyone understands where you are (be accurate with your position). We may harp on about it but we cannot overstress:

LOOK OUT, LOOK OUT, LOOK OUT.



It's just too important.

I for one am looking forward to the Taumarunui weekend trip away and I would encourage as many people as possible to get involved or just come over for the day. It is a great place to fly and it will get you away from Centennial Park and different scenery. During that weekend flying at Centennial Park will be limited as the ASK21 and the Pawnee will be at Taumarunui. There is a hard core team of members staying there from Friday to the Monday 13th to the 16th of December. When Trace gets back to NZ he will canvas members to see who will be coming.

Next week's weather is looking great so I would encourage members to get flying.



Fly Safe Bill Kendall CFI and remember

ELEV 1500

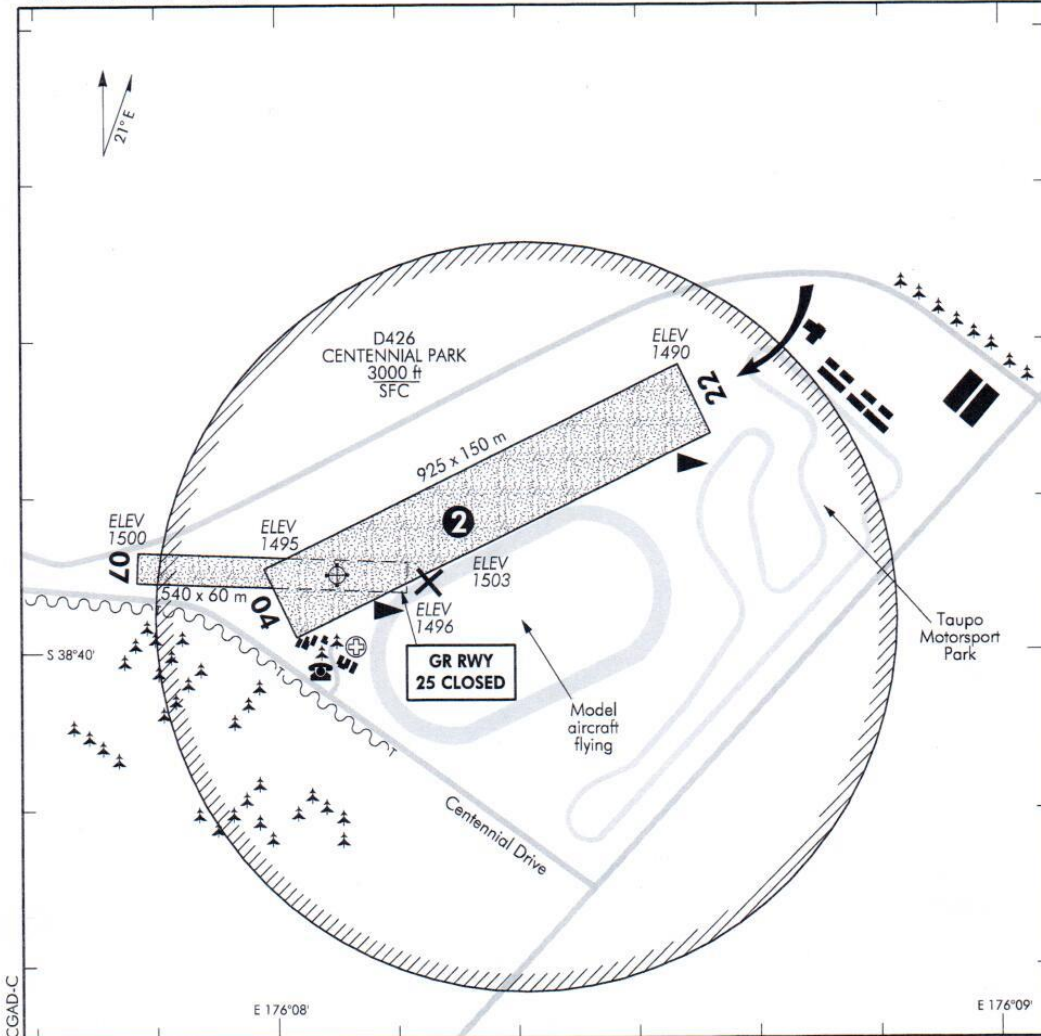
NZCG

NON-CERTIFICATED

CENTENNIAL PARK

AERODROME

UNATTENDED: 134.45



Changes from 14 NOV 13: AD ELEV, RWY 06/24 amended to RWY 07/25.

1. Circuit: RWY 04 — Left hand
RWY 22 — Right hand
RWY 07 — Left hand — Not available for take-off
RWY 25 — Not available for general use
Use of overhead rejoin not recommended due D426
2. **CAUTION:** RWY 04/22 elevation rises in the middle approximately 13 ft limiting full runway visibility.
3. **CAUTION:** 118 ft high mast (elevation 1716 ft) 0.63 NM NW of aerodrome.
4. **CAUTION:** Windshear on approach RWY 07 and strong turbulence in easterly winds.
5. **CAUTION:** Proximity of Taupo NDB/DME B and RNAV (GNSS) RWY 17 approaches for circuit traffic on RWY 04, 07 and 22.
6. Transiting aircraft should remain clear of the Centennial Park CFZ due to high traffic volume.
7. Model aircraft operate from Taupo Racing Club at any time.
8. Taupo Motor Racing circuit extends on approach RWY 22.
9. Intensive gliding operations 7 days a week.
10. Prior to landing permission must be obtained from the operator who will advise on the status of RWY in use, motor sports, horse racing events, etc.

S 38 39 55 E 176 08 05

Effective: 26 MAY 16

© Civil Aviation Authority

**CENTENNIAL PARK
AERODROME**

Another successful Central Plateau Gliding Competition has been held, and many thanks must go to all the club members who turned out to help with this important part of our calendar. The help is much appreciated and in fact is essential to being able to run these competitions, which apart from keeping us on the map in the gliding world are also a significant part of our income. We were as well prepared as we could have been this year thanks to you, but unfortunately had a whole lot less flying than most years thanks to the weather! Ah well - better that way than the opposite, and here's hoping you can help again with the Nationals which we are hosting in February. They will be a much bigger affair than the CPC, so put the dates in your calendar now - February 2nd to 15th.

Even with the reduced flying days we had a good competition week, achieving the main goals of the competition which are; a) to provide a friendly and non-threatening environment for newer cross-country pilots to have a go at competition flying, b) to provide a friendly environment for experienced pilots to sharpen their skills and refine their equipment for the upcoming soaring season, c) to increase the profile of the sport in the local area, and of course d)...to have fun!

Most of you took the opportunity to call in at some stage during the week and be a part of the activity (or inactivity!) so will be aware of the frustrations due to the otherwise beautiful weather, but here is a summary of the week.

- Saturday - practice day. Most still arriving and rigging, but quite a few managed a local flight.
- Sunday - Day 1 - Totally blue skies. Great for the beach, but no good for gliding.
- Monday - Day 2 - Blue skies again. Some wave and convergences in the distance, but not accessible enough for a task to be flown.
- Tuesday - Day 3 - Same again! A brave few had a short flight, with one successful outlanding at Taupo Airport.
- Wednesday - The weather started changing, but only to give us a bit of low cloud with no usable lift.
- Thursday - Day 4 - Although not great, conditions were still slowly improving so John Etches the Contest Director made a good call to let us fly the task anyway, and three of the Open Class got around to prove it was in fact possible. The rest of us had a short but interesting day!
- Friday - Day 5 - At last a beaut day which just got better and better. A task was set out to Murupara, back to River Lodge, out to Rangitaiki South, back to Clements Farm (near Tiverton Downs) and home. All the Open Class got around the task with some good close racing, and three of the Racing Class got round, so we just had enough results for the Contest Director to award three places in each class; Brett Hunter, Christian Derold and David Jensen in the Open, and Hugh de Lautour, Glyn Jackson and Neil Harker in the Racing Class. Almost all the visiting pilots de-rigged and trailered their gliders after flying because the weather forecast indicated there was little chance of flying the next day, so the final dinner was brought forward to that night instead of Saturday.
- Saturday - Day 6 - A short briefing was held during which a no-fly day was confirmed, and the prizes were presented. Formal thanks were given to all the volunteers, including a unanimous vote by acclamation to the ladies in the kitchen, and everyone went their separate ways.





For those who don't know, all those results (and all gliding contest results) are available to view on www.soaringspot.com. Just find the contest you are looking for and click on the blue title, then on "Tasks and Results"

So thanks again, and don't forget we WILL need you again February 2nd to 15th 2020.

Cross Country Course – Matamata *by Mathieu*



What a great course, big learning curve here.

It all started the week before trying to "fit" the glider into the trailer. After the second attempt down the road (one more rope on the glider) I was, on Friday lunch time, on my way to the unknown playground.

There were lots of gliders already there and the first job was to rig them.

Ready for the first day, after a nice breakfast (thanks Marion) we were up for a lecture about out landing of course.

First day, first task. Ridge on, gliders on the grid for a tandem flight. 100km as fast as we can and back to the field for a solo flight, same task a bit slower (no negative flap on the PW5) and back again. Ok that's enough for me for the day, debriefing, quick beer, dinner and bed.

Second day looks good, lecture in the morning and back to the grid, few thermals around so turn points are getting away from the ridge. Off we went for another 130km. First land out (not me yet but wait).

3rd day is rain about but looks OK down at Tauranga so let's go flying in controlled airspace, not convinced yet! May have to stay away from it for a bit longer.

4th day is "what do you guys feel like doing" well what about a 50km task for our silver badge?



Task sorted, 50km away north of the swamp and off we went and back, wait no, not me. I'm now in a paddock south of Thames, on my way back to the ridge. Lesson learned, fast and low is not a good way to get home. Cows pats, trailer, ute stack at farm gate. A well spent evening to 2100 hours.....home, food, bed. (All the students did get the 50km badge on the day, including me!)



Last day is good too, ridge, thermal and

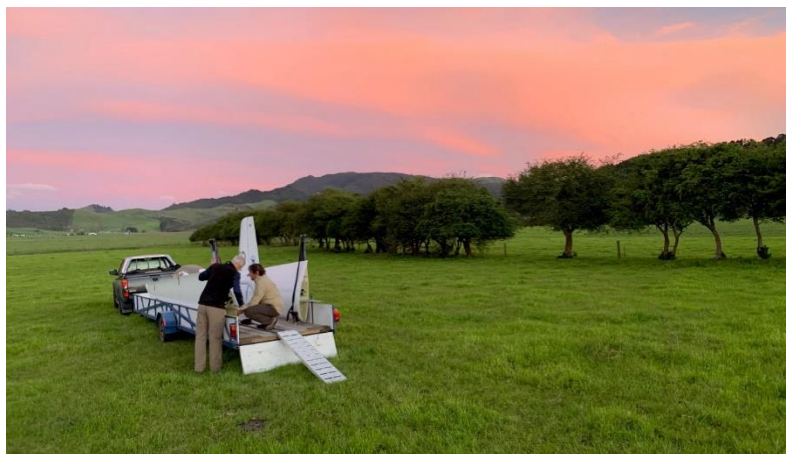
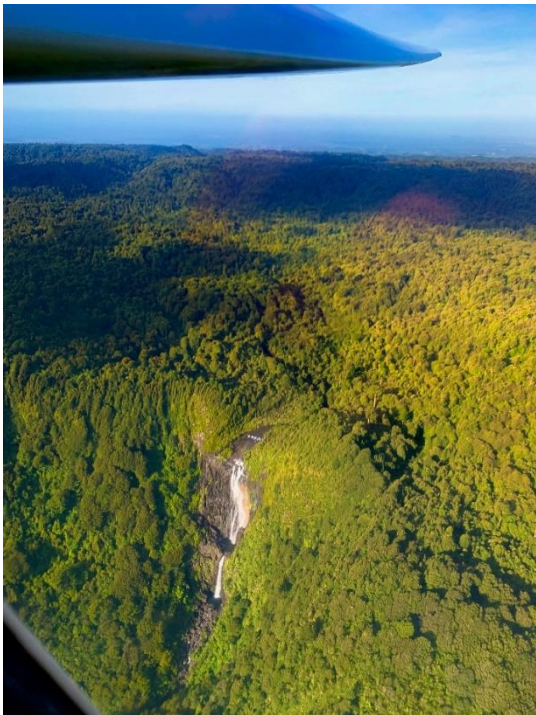
another task in place.

Rigging the glider from yesterday's paddock and back to the grid. Good conditions, shorter task and everyone is back home earlier to derig the gliders. Time to go home.

A big thanks to everyone who made it possible, giving their time, money and patience so we could all fly in the best conditions.

Mathieu.

Some more of Mathieu's Photos



Taumarunui Weekend



Our weekend away is just around the corner and with luck we will have great summer weather and a good club showing. Just to reiterate what Bill said, why not come over and make a day of it if you can't make it for the whole weekend. Everyone is more than welcome.

There will be email updates as we get closer to the weekend.

taskPilot

Our *taskPilot* league is now in progress and will run through until the end of April 2020, so don't forget to update your *taskPilot* class in your profile. The classes are:

- Pre QGP - Tauhara Class,
- QGP but not holding a Silver C badge – Tarawera Class, and
- Silver C and higher – Tongariro Class.

There will be a *taskPilot* information / training session at the club on Saturday the 7th of December at 1300 for those that are interested. It will be guidance on what you have to do before flight and what to do when you have finished your flight.

New Members

We would like to welcome to the club the following new member:

- Rebecca Simmons

Achievements

Congratulations to:

- Mathieu for his achievements at the Matamata Cross Country week and gaining his Silver Distance – 50km

Upcoming Events

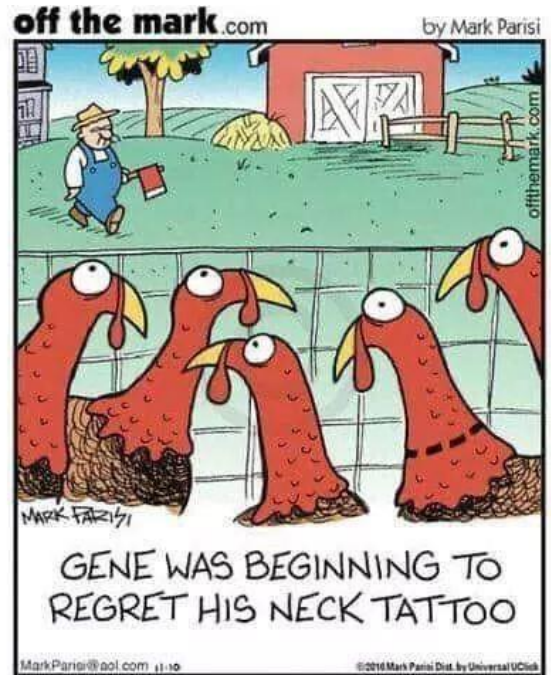
- Taumarunui Weekend: 13-16 December 2019
- Christmas Party – 21st December 2019
- Christmas Camp – 26 Dec- 1st January 2020
- GNZ Multiclass Nationals 02-15 February 2020

Humour



This is a lovely old RAF definition:-

A good landing is when you can use the aircraft again.....but a brilliant landing is when you can use the airfield again!



MERRY CHRISTMAS EVERYONE and have a SAFE and HAPPY NEW YEAR