

OUTLANDING

The Taupo Gliding Club's Newsletter



April 2023

Welcome everyone to another edition of Outlanding. Well, summer has been and gone and unfortunately it wasn't really a summer as we would have liked. Autumn is now here, and of course winter is just around the corner. So before the short cold days are upon us, make the most of the flying opportunities as they arise.

If anyone has an article or notification to be included into the next newsletter, please have it to Trace by 20 May 2023.

Fly well and have fun!

Cheers, Trace

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CFI Report by CFI Colin McGrath

With the onset of late Autumn and early Winter we are going to be spending more time flying on the faces of Mt Tauhara, therefore, close to the ground. So, it's quite timely to have a reminder about our minimum safe speed close to the ground, and having the glider trimmed for the speed you are wanting to flying.

Having the glider trimmed for the speed you are flying helps hugely when you have a high workload looking out and flying close to the ridge as the glider is going to be much easier to keep at your chosen speed.

Safe Speed Near the Ground (SSNG)

= 1.5 times the wings-level Stall Speed + 1/2 wind speed + margin for turbulence, etc

A couple of traps to watch out for are:

The temptation to pull up when you fly into a ridge assisted thermal to take advantage of the increased lift - The danger in this is as you fly into the thermal your airspeed increases because the rising air adds a component to your speed, but this increase in airspeed will be suddenly wiped off your speed again as you leave the rising air (this loss can be compounded by flying into descending air around the thermal making the loss bigger) potentially putting you in a dangerous position where your airspeed is too slow and close to the ground.

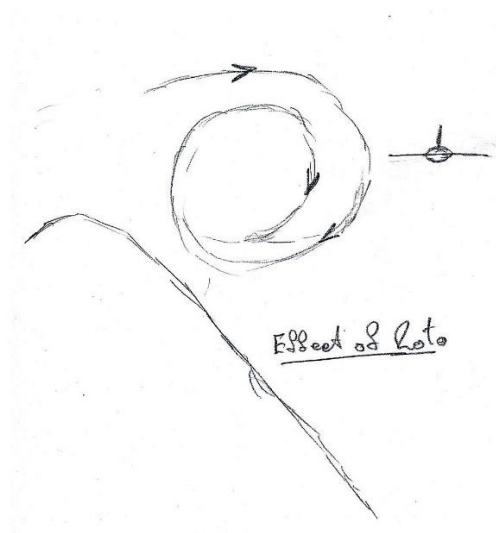
Another trap is, should you fly into some rota at a slow speed. Unless you are lucky enough to enter it near the top you are going to get pushed down, and as you near the bottom of the rota the airflow direction effectively reverses wiping speed off your airspeed again. And if you are too slow at the start there is little room to recover.

There is potential to get rota in all wind directions on Tauhara.

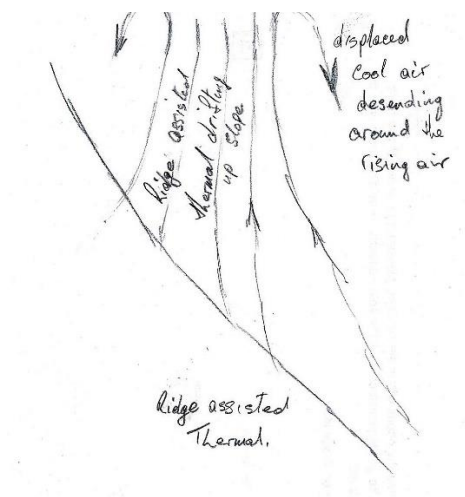
The saying "the two most useless things to a pilot are;

Runway behind you and **Airspace above you**"

As glider pilots we can add a third - **Airspeed we don't have when close to the ground.**



Rota



Ridge Assisted Thermal

ZK-TPO Update

Our trusty workhorse, the Pawnee TPO, has been going through an overhaul over the last few months out at Rotor and Wings at the Taupo airport. Club member Craig has been diligently beavering away at the task under the supervision of the Chief Engineer of the facility. Thank you Craig for your time and effort.



Unfortunately, there have been a number of unexpected defects found along the way and the timeframe of the overhaul has moved significantly to the right. Parts have had to be sourced

and purchased through the USA and other parts repaired. This of course all takes time and money but once all the work is complete TPO will provide many more years of service for the club.



With luck TPO will be back home at the end of May.

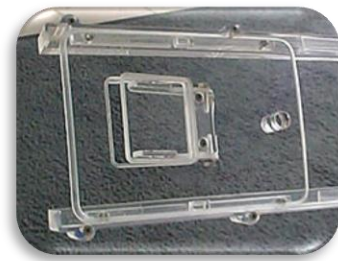
Clubhouse Roof

If you do not know, or have not noticed, the clubhouse has a new roof. The renewing of the roof has been an ongoing issue now for a few years but it has now been renewed. We can rest assure that when it rains now we will not be running around inside the clubhouse with buckets and towels to catch the incoming water.



Canopy Care

One of the most important and most expensive parts of a glider is the canopy, yet it can be one of the most neglected items of all. A replacement canopy price can be anywhere between \$8000 and \$15,000, even that little sliding window is around \$300.00, so we must look after them.



The smallest blemishes and marks could and can hide other aircraft. Let's face it, any other aircraft can be hard to find and see at the best of times, so maintaining a looking after the canopy is most important.

Here are a few reminders about the Do's and Don'ts.

- NEVER operate a control or reach in to grab something through the sliding window. ALWAYS open the canopy for such tasks.
- Make sure the canopy is CLEAN before flight.
- NEVER wipe the canopy with a dry cloth. Wash with liberal amounts of freshwater and use a chamois or microfiber cloth to dry or use a suitable aerosol spray and soft cloth.
- During glider inactivity and at the end of the flying day ENSURE the canopy cover is on the glider.
- NEVER put your hands or fingers on the canopy to check security. USE the lifting tab.
- For detachable canopies, NEVER let the canopy come in contact with the ground. Place the frame on the ground.
- NEVER leave the canopy open and walk away.
- When ground handling or towing, ENSURE canopy is locked.

If we follow these simple procedures we will ensure that our canopies remain in a good condition.

Upcoming Events

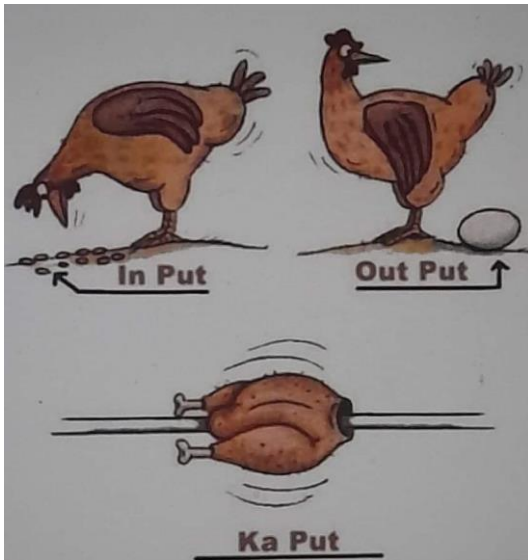
Just a quick reminder about the following events.

- Airmanship and bombing Comp – Starts May
- TGC Annual Dinner and AGM – Jun 24-25
- GNZ AGM – Wellington – Jun 10

Subscriptions

Just a quick reminder that membership subscriptions were due on the 1st of April. If you have not paid your subscription would you please kindly do so or advise Tom of your intentions. Thank you.

Humour



Little Johnny's teacher is doing her rounds at lunchtime when she sees little Johnny pulling faces at another child. She starts to talk sternly to Little Johnny and says "Johnny, when I was a young girl I was told that if I made ugly faces and the wind changed, my face would stay that way."

Little Johnny looks up to her and says "Well miss, you can't say that you weren't warned."