

OUTLANDING

The Taupo Gliding Club's Newsletter



December 2023

Welcome all to this edition of Outlanding. I hope everyone had an enjoyable Christmas and all the very best for 2024.

As we commence the New Year we are getting closer to the start of the GNZ 2023/24 Multiclass Nationals which of course will be here in Taupo starting on the 19th of January. The club needs the support of our members to make this a successful event. If you are able to assist please let Tom know and keep any eye open for future emails.

We will have the Piako club joining us for the next couple of weeks so there should be lots of activity around the club and I'm sure there will many good flights. Also we will have Eric back with us for a couple of months over the summer as well.

If anyone has an article or notification to be included into the next newsletter, please have it to Trace by 20 January 2024.

Fly well and have fun! Cheers, Trace

Inside this Issue....

Lookout

Radio Reminders

Going Solo

Internet

Water Supply

ATC Visit

Hangar Doors

Achievements

Christmas Party

Upcoming Events

Humour



Lookout by CFI Colin McGrath

As we enter the busiest time of the year for flying, I thought that it would be good time for a kindly reminder about lookout. January will see the Piako gliding club here with us and we will also be hosting the Multiclass Nationals, so there will be a lot of gliders in the air at any one time. Good lookout is essential!

Why do we need to do it?

- Attitude of the glider (speed, turns etc)
- Know where we are
- Look for lift sources
- Not hitting anything (a hill, another aircraft)

When do we do it?

- All the time when flying

How do we do it?

- By a continuous scanning technique
- Lookout - Attitude – Instruments
- 95% of the time looking out, 5% looking in the cockpit

It makes good sense to cultivate habits that reduce risk and, like any habit, good lookout needs to be instilled right from the start. No-one's lookout is perfect but any pilot who isn't doing it well increases their own AND everyone else's level of risk.

Since we use our eyes all the time, the obvious question is, 'Why bother to teach new pilots a skill they already possess?' Unfortunately, this skill is rarely possessed by new pilots to the required degree because earth-dwellers don't have to function in three dimensions.

A driver's scan, for example, is inevitably aligned in just one dimension - forward and behind. There is a relatively small arc directly ahead, plus the occasional glance in the rear-view mirror, and absolutely minimal movement of the head. These kinds of looking habits are completely inadequate for flying.

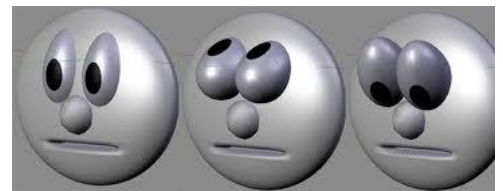
The workload associated with keeping a good lookout and learning to fly the glider will be high. But eventually the habit of looking out will be acquired, and a good lookout will become second nature. An added advantage is that flying accuracy generally improves with a more thorough lookout.

Recommended Procedures

1. Be conscious of your Lookout responsibility 100% of the time,
2. Set up your cockpit to maximise your time outside the cockpit. Use the Audible vario, and know your equipment, and
3. Use a scan technique appropriate to what you are doing.

There are three types of scans commonly used. These are:

1. **Cruising Scan** - Forward conical scan 60° left/right. Up and down. Used during Straight Glides
2. **Full Scan** - Complete visible sky scan. Each side, above and below, behind each side round to as far back as possible. Vital for situation awareness.
3. **Targeted Scan**- Used in specific circumstances. Scan concentrates on that part of the sky, or ground, where the hazard is expected.



Radio Reminders

(The following extract is from a previous Vector magazine)

This article is a refresher for all pilots, covering some of the more common radiotelephony issues.

The radio helps us maintain a high level of situation awareness. But in order to do this, the radio calls we make must be of a high quality.

Say it Right

There are four elements of an effective radio call: Clear, Concise, Consistent and Correct.

- **Clear.** Speak clearly and slowly so that others can understand your transmissions.
- **Concise.** Always plan what you are going to say next to eliminate the ums and errs, and don't give a full itinerary of your flight. Keep the calls brief so that they enhance the situational awareness of others. Too many calls have the opposite effect.
- **Consistent.** When you transmit information, get it in the right order to help match the listener's expectations.

Also use the standard phraseology. This will help everyone understand, and it cuts down on the length of your calls. If there isn't a standard phrase for a particular situation use plain English.

- **Correct.** Be accurate. The expressions 'abeam' or 'approaching' somewhere are of no help, and must be avoided.

Keep it Standard

It's important to keep your radio calls standard and in the right order. There are a couple of aids you can use when making a call. The first is the **four W's**

- **Who** you are calling
- **Who** you are
- **Where** you are
- **What** you want.

The second mnemonic is useful for your position reports. **PTA-ETA**. That is, Position – Time (when relevant) – Altitude – ETA, and intentions if applicable.

For a full description about radio procedures go to the CAA website and download AC91-9.



Going Solo by Peter Lynch

On the 6th of December after 40hrs of training and with all items except for the three circuits signed off, it was agreed between Rod and Martin and with no vetoes, that it was time.

There was a light wind blowing up 22 which meant we (I) would be taking off up 04 and landing back on 07. Most of my landing training had been on 22.



Circuit One, we released at 3800 ft after practicing boxing the tow on the way up and once released, demonstrated turns as requested.

I entered the landing circuit at 2500ft and positioned at 45 degrees above my aiming point. My approach speed trim was set for 60kt as there was no wind shear and the wind was very light.

The approach to landing one was high, so full brakes were applied and then put away to half once the approach was settled. This worked well and the landing was “smooth”, and the glider came to a stop ready for the next flight. I always remember, “height and speed are money in the bank”.

The next two circuits were similar.

Approvals complete, it was now time to go SOLO!

Rod climbed out of the rear seat and secured the straps and canopy.

Trace reminded me that this would be the last time someone else would secure the rear straps for me, as it was my responsibility. He also reminded me to be aware that the glider would be ready to fly

much sooner than I was used to and there would be a tendency for it to rise above the tow plane if not checked.

Mathieu had the paddle and would hook the glider up and run the wing.

Settled, I went through the CB SIFT BEC

The main difference to the circuits, where that when I got to the Eventualities section, I could not pass control back to the instructor, a daunting thought! I took comfort in the fact that it does not happen often.

When I tried to communicate with the tow plane, I had not noticed that the microphone goose neck had bent away leaving my voice muffled. I should have picked this up when I went through the Instruments section, and this should be checked on an ongoing basis when communicating.

I passed on my intentions to Martin and said release at 3000ft above the airfield.

I gave Mathieu the thumbs up, and the tow plane began to move forward.

During the roll I thought that it seemed to be a bit more bumpy than normal. When we reached about 40kt I started easing back on the stick and soon we were airborne. The tow plane soon followed. I then thought only another few hundred feet and I can fly back. Very soon I was preparing for the turn which I knew was coming. The turn passed without incident and soon we were headed towards Mt Tauhara for a release at 3000ft.

I released at 3000ft and I circled round to the right, and headed towards Lake Rotokawa and watched the tow plane below me flying towards the downwind leg.

A few turns and soon I was at 2500ft ready for the left-hand downwind leg for landing on 07.

Completed my landing checks and trimmed the speed to 60kt and made the radio call.

Kept my angle to reference point at 45 degrees. I had my brakes out when turning final and I am sure I felt a vibration, however looked at the air speed indicator and it was showing 60kt, so no stall.

Looked at my reference point and extended airbrakes to fully open, kept them there till I passed over the fence then put them away to half and thought there can't be a balloon landing today. And there wasn't.

As Trace said you will always remember your first solo flight and I will.

I would like to take this opportunity to thank all the people who made this happen, I have flown with 11 instructors, given the tow pilots some wild rides and sent volunteers on a rope recovery mission. For this I am grateful as I enter the next leg of the journey.



Internet

The club internet is now provided by Starlink. That's right, we have gone to the dark side and using those wonderful little things called satellites. You will see the new dish on the club roof and the new antenna above the bunk house. Thanks to Rob, Martin, Trace and Geoff for the install and of course, the master painter and decorator Tom for the touch ups.

All going to plan, this upgrade will prevent the hiccups we had with the internet during the briefings.



Water Supply

Thank you very much to Peter for the purchasing and to Peter and Martin for installing the new water filter and ultraviolet sterilising unit. This will protect the water supply to all outlets on the field.



ATC Visit

On the 2nd of December we had a visit by 29 Sqd ATC from Rotorua. In all we had 15 flights on the day and all enjoyed themselves. We were lucky with the weather as the rain held off and we actually had some small thermals.



Hangar Doors

Just a little reminder to pin the doors correctly before locking them. Otherwise this could happen.



Achievements

- **CONGRATULATIONS!** To Peter Lynch for going Solo. Well done. Now the learning really begins

Christmas Party

We had a small number of members and partners for our Potluck dinner. No one could complain about the feast and no one went home hungry. Some even had leftovers for the following day, hey Geoff! It was a good night.

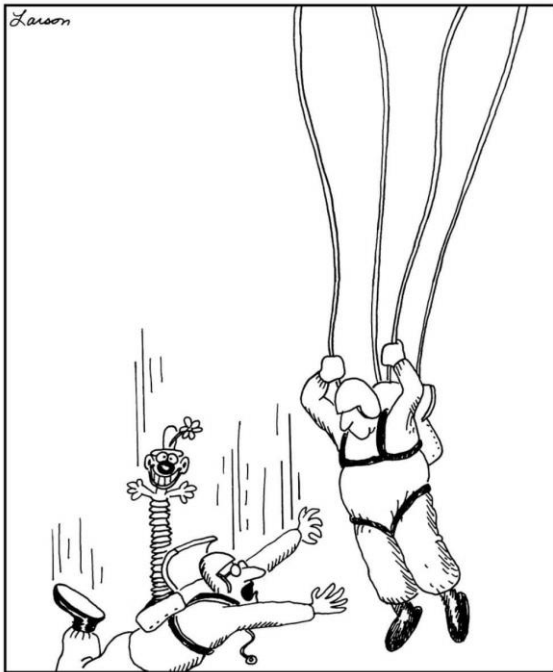


Upcoming Events

Just a quick reminder about the following events.

- Piako Gliding Club Visit – January 2024
- Walsh Memorial, Matamata – January 2024
- 2023/24 Multiclass Nationals – 19th to 28th January 2024

Humour



"Are your ears popping?"

Happy New Year
Everyone