

OUTLANDING

The Taupo Gliding Club's Newsletter



January 2024

Welcome all to this first edition of Outlanding for 2024. What an exciting month we have had!

The weather has been great for soaring and local flights and we have seen how some pilots have made the best of the conditions. We had the Piako Gliding Club join us as well as pilots from Hawkes Bay, Tauranga and Wellington. There were plenty of around the lake flights and flights out to the coast at Whakatane etc.

Eric has been kept busy instructing and towing and it has been great to see the club in full action. We also hosted the Multiclass Nationals with 32 entrants. So, in all it has been a fantastic month. Summer has not finished and flying conditions are awesome so come on out and make the most of what is on offer.

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

Fly well and have fun! Cheers, Trace

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Reminder by CFI Colin McGrath



We have had two recent incidents where gliders have been flown with the Daily Inspection either not done or not recorded on the day. This is disappointing, but doubly so because if the pilots are doing their ABCDE check prior to each flight this oversight should have been caught before the any of the flights on the day took place.

We need to look at the possible courses for this oversight. Is the DI being done in a sterile environment to ensure that pilots carrying out DI's are not distracted in any way?

A word from the President by Hugh de Lautour

Thanks to all Club members for helping to make January a successful month. It was a busy one with Piako Club visiting and our hosting of the Multi-Class Nationals, but everyone stepped up and I have heard nothing but good feedback.

The new tow prices are helping cover costs, so thanks for your cooperation there also. The committee will be looking at other prices also - for example I don't think the Camp fees have altered for about ten years.

Sad news for January was the death of our Patron Richard Izard. He was a great supporter of the Club - always approachable for an expert opinion, and very generous with his donations. He will be missed on many levels.

So make the most of this summer weather, and keep flying while you can.

See you there,

Hugh.



Some Do's and Don'ts by Trace

As we are into the soaring season I thought it would be a good time to highlight some timely reminders and to begin with, it is advisable that we **ALL** have a re-read of the CLUB RULES. These are our guidelines for a safe and efficient club operation.



DO - Hang the tow ropes up at the end of the day so that the weak link is secured to the nail. This ensures that the link is visible and can be checked for any elongation.

DO - When attaching the tow rope to the tow plane, ensure the weak link is attached to the tow plane hook.

DO - Before you fly a glider for the first time — even if it has been flying all day — check to see if the DI book has been signed and the glider is within its serviceable time frame.

DO - Secure gliders when not in use



DO NOT tow the gliders with a rope that does not have the correct ring set up such as the rings in this photo.

DO NOT leave canopies open or unlocked.

DO NOT reach in through the small clear view window except to unlock and open the canopy.

Multiclass Nationals *by Trace*

The Taupo Gliding Club hosted the 2023/24 Multiclass Nationals here at Centennial Park between the 19th and 28th of January. We had 32 entries with 16 entrants in each class, Open and Racing.



The weather leading up to the contest was very promising, however, when you hold a gliding contest you invariably invite wet conditions as well. The Multiclass Nationals was no exception.

Day One – Started with a welcome from the Mayor, followed by the official briefing. With low cloud and rain, tasking was not possible, so the day was cancelled. This enabled pilots to get sorted without any rush and time to relax before the dinner of the evening which was provided by Neil Harker.

Day Two - It's on! The day dawned clear and the task setters set a similar task for both open and racing classes with the big boys going further west. Weather conditions were not exactly as predicted and it was a struggle for all with only two pilots in Open class getting around and six in the racing class. Which meant a number of road retrieves and engine starts.

Day three - For the task setters the weather had not played the game and after much deliberation the task for the day was cancelled. Free flying was available for those who wanted to fly and dodge the rain showers and for the few pilots that did fly they had very good flights.

Day Four – The day was cancelled early due to weather. Everyone was patiently waiting for the front to go through so the flying could begin.

Day Five and Six – There were some challenging conditions over the last couple of days for both classes. On Wednesday we saw a number of landouts and a number of land backs, however, there were successes for some pilots who managed to get around the task. Unfortunately for the two pilots of the racing class that managed to get around they received no points. A great effort though.



The evening was spent socialising over a splendid meal prepared by Mary and Bill

Thursday started and finished with a lot of wind. Racing class was on the front of the grid and most got away before conditions deteriorated further. And once again we saw a number of landouts and land backs. Of the day, winners were gridders followed by more socialising over a BBQ prepared by Trev and his team.

Day Seven - The task setters were very optimistic about a fast day with expected speeds for the open class to be around 120kph and for the racing class to be around 80 plus kph. Two racing tasks were set with the open class having 369km and racing 251km.



It was predicted to be a blue day but there were clouds to the north on task marking the way but the conditions were very soft in areas and the speeds were not achieved in either class. Once again some struggled and there were landouts on track and some before the start. In all it was a good day.

Day Eight and Nine – The weather Gods played havoc once again and both days were non-events. Task setters were optimistic about the final day to begin with and pilots were informed that a decision about flying on the final day would be made and announced at the final dinner which was being held on the Saturday night. Unfortunately the front didn't go through quick enough so the final day was cancelled early.

On the Saturday night the final dinner and prize giving was held at the Cosmopolitan Club in town. There were around 60 people there for the prize giving and as luck would have it we had completed enough flying days for champions to be decided.



All pilots who attended the competition had a fantastic week of fun, flying and comradery. But not all can be winners. Congratulations to the following:

OPEN

1st Keith Essex - 2681Pts

2nd Tim Bromhead – 2502Pts

3rd David Johnson – 2172Pts

RACING

1st Mark Wilson – 1503Pts

2nd David Moody – 1268Pts

3rd John Robertson – 1238Pts

On behalf of all the pilots I would like to thank all the volunteers for their time and effort that went into making this contest a successful event. Without you, we pilots would not get off the ground.

THANK YOU 😊

Achievements

CONGRULATIONS! To Jay Zhing for going Solo. Well done. Now the learning really begins.

Upcoming Events

Just a quick reminder about the following events.

- Club Class Nationals – Greytown 7-15 February
- Central Districts – Waipukurau 17 – 24 February
- Grand Prix – Matamata 2- 10 March



