

OUTLANDING

The Taupo Gliding Club's Newsletter



On Order for Summer!

October 2023

Welcome everyone to this edition of Outlanding. We are getting closer to the start of the soaring season and I for one, am getting excited about it. We have the Central Plateau Soaring Competition starting on the 4th of November and the club will require member participation to make this a successful event. If you are available anytime during the 4th and the 12th please let Tom know.

We will once again have the taskPilot championship which will be run from the 4th of November through until the 31st of March 2024. With a good summer predicted we should see some good results.

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

Fly well and have fun! Cheers, Trace

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Article - Drifting away from Safety - by Hugh

I hope you all get a chance to read the article on page three in the latest (Winter 2023) Vector magazine (there should be one at the Club) but if you don't, here are some quick extracts which will give you the idea. It's an idea you should keep in your mind at all times, and as such I thought it was worth including in our newsletter.

"In psychology circles, it's called the 'normalisation of deviance'. In everyday language it means accepting, as ops normal, practices no longer matching genuine safety standards.

The disintegration of Space Shuttle Challenger, 73 seconds into its January 1986 flight, is possibly the most high profile example of this.

The subsequent investigation revealed that erosion of the rubber seals - the now infamous "O-rings" - led to hot gas leaking and igniting the shuttle's main fuel tank.

But the root cause was that the O-ring erosion had been known about for years by NASA and its engineers. They had assessed it as a "criticality 1" component, the failure of which would result in the loss of the shuttle and/or lives. But numerous successful launches, despite the potential for disaster, had led to the issue being tolerated, then accepted, then normalised.



We've all done it.

We've all strayed from safe practices at some point. We've all stood on a wobbly ladder or chair to reach something, or we haven't worn our seatbelt on a quick car trip, or jaywalking instead of using a nearby crossing.

When this behaviour fails to lead to a bad result, we relax a little about doing it properly, and slowly the unsafe practices become accepted into normal practice and culture.

Deviation from safe practices creeps in slowly and the result is that we become desensitised to it, and it no longer feels wrong. It establishes a new normal and a false sense of what is 'safe'.

Without external intervention, such as audits, changes in procedures, or staff or contractors speaking up, the cycle of deviance continues, and is disrupted only when other factors line up and result in something bad - the lining up of the holes in the 'Swiss Cheese'.

Whenever people in aviation - or any high-risk industry - believe that what they think is a minor departure from defined procedures is acceptable, they've often started down a road that could easily lead to something terrible. The additional danger here is that it opens the door for further deviations. "

It is an excellent article with an important message. Read it in Vector if you get the chance.

Kia noho haumarū. Stay safe out there. *(Editor's note: Vector is available to read online)*

Hugh.

Article – Locate, Identify, Operate – by Trace

That old chestnut! Well, that old chestnut came back to bite me some time ago. It was during the first day of the GNZ Northern Regionals being held at Matamata. We were flying a ridge task, Wardville, Thames, Tirau, Thames, Tirau back to Matamata and during the latter part of the second leg is when it all happened.

I was flying down the ridge heading to Tirau and could see a lot of rain around the golf ball and a couple of miles north. I really had two choices, one was to turn around and head back the way I came and wait to see what was going to happen and the other was to push out from the ridge and fly around the rain, clip the turn point and then head back to the ridge. By then the rain should have gone and the ridge would be working again before the next lot of rain arrived. Hindsight is a wonderful thing!

I decided on the latter, after all we were racing and I could hear those exact words of Trevor's in the back of my head. So out I went. Conditions were very soft and the rain was now everywhere. Should have taken option one! I was only about 1000 feet AGL and I was still carrying water so I decided it was time to get rid of that excess weight. This is when things got a wee bit more exciting.

With my head looking outside the cockpit for options I swapped hands on the stick and with my right hand found a knob and pushed. I instantly knew that I made a horrible mistake at the same time the canopy decided to unhinge itself from the rear hinge. My heart was in my mouth!

Why and How did this happen? Because, I failed to LOCATE, IDENTIFY then OPERATE and I operated the Emergency release instead of the water dump valve. I preach the Locate, Identify then Operate saying but FAILED to DO IT! As such, I had a handful in more



ways than one. My left hand was quickly off the stick and holding the canopy in position, I made a snappy radio call saying that I was outlanding and then was in search for a suitable paddock.

I was fortunate that I had a couple of landing options around me to choose from and I then operated the correct knob and ditched the water. The landing went well. My paddock was plenty long enough for the wet conditions although the grass was longer than expected.

When I came to a stop I was not sure what was going to happen when I released the canopy from the opening side or how I was actually going to hold it. Fortunately the front Emergency release hinge was still connected, so I gently got out of the glider and was able to reinsert the rear hinge in place. So in the end all was good.

Reflecting back, one learns by mistakes, and I am sure that I will always Locate, Identify then Operate the water ballast valve in future.

Remember, we all have two buckets, one is full of experience and one is full of luck. You want the one with experience to fill up before the other bucket runs out! And learn by other's mistakes, you won't live long enough to make them all yourself.

So remember LOCATE, IDENTIFY then OPERATE.

Article – Fuel Tanker and Re-fuelling of Aircraft

This is a reminder to all club members of the need to take more care with the fuel tanker and fuelling operations. Remember that putting in clean fuel is a very important for the safe operation of the aircraft. Observations, over the summer, indicate this basic procedure has been neglected due to a combination of inexperience with fuel handling, haste to get the plane fuelled quickly, and non-club members assuming control or assisting in the process.

Two key points:

- a) Ensure the nozzle on the fuel hose is kept clean and free from dirt, grass and other debris.
- b) Do not allow the hose to drag on the ground under the back of the trailer. This is not good for it especially when the tanker is taken to airport for re-filling.

The fuelling procedure for TPO:

1. The duty tow pilot **MUST** be present and supervise the refuelling process. This is a tow pilot's core responsibility, for obvious reasons.
2. Non-club members, visitors and friends are not permitted to carry out fuelling of the tow plane.
3. **NEVER** allow the nozzle to be placed on the ground when changing the tanker position or while winding up the hose. Hang it up on the tanker before you do anything else.
4. **ALWAYS** use the static line onto the aircraft and secure it correctly onto the trailer after fuelling has been completed. **DO NOT** leave it as a bird's nest of tangled cable.
5. Secure the hose onto the trailer so that it does not drag along the ground or the nozzle is pointing upward. As a reminder, read the label on the top of the tanker. If you can't see that, this job is not for you.
6. Turn the valve **OFF** after re-fuelling.
7. Do the paper work on the fuel sheet located in the box at the front of the trailer. If you lack numeracy skills, use a calculator.

Have a good look at the two photos below and make sure you understand the difference between the two.



Right Way



Wrong Way

Article - Matamata Soaring Course by Geoff

Last year when Matamata club was visiting us, Tim Bromhead observed me not straying far afield, and suggested I repeat the Matamata cross country course. He was quite right, so I enrolled again.

The first thing that strikes you about the course is the time and effort that the volunteers and organizers put in to produce such an excellent result. The order of the days are generally presentations in the morning, and either dual or single flying in the afternoon where possible. There were about a dozen enrolled for the course, but there were far more present because the Auckland and Whenuapai clubs had come down for Labour weekend in addition to the regular Matamata members.

The first presentation was on landing out, after which I had a brief flight at the end of the day with Derek in what seemed like dying conditions. It was a difficult start, but then we got under cloud



streets, which turned into an awesome flight.

Day two, I flew my own glider and landed out. Although I was disappointed that I didn't stay up, it was my first unplanned land-out and a necessary experience. On close inspection, the initial paddock selection wasn't good at all because of numerous fences dividing the field, which I hadn't seen previously. However, the general area of Pairere has paddocks aplenty and the second choice turned out to be pretty good. Long, mostly flat and grass good enough. After landing, I called for a retrieve and went to find the farmer who made me very welcome; evidently someone else landed there last year. Cameron, his son, came down and sat in the glider, and soon thereafter Gerard arrived in my van just as it started to rain.

The highlight of the course for me was a flight with Bob. We did a task to Tokoroa and back via Wharepapa Sth commencing with a 3000' cloud base and somewhat dismal conditions. Bob had to dig us out of a hole once. It looked very much like a land-out and an airstrip was at the ready, but then as luck would have it, we stumbled on a thermal. The upwind source turned out to be cows and a cow shed. After that, the day just got better and better.

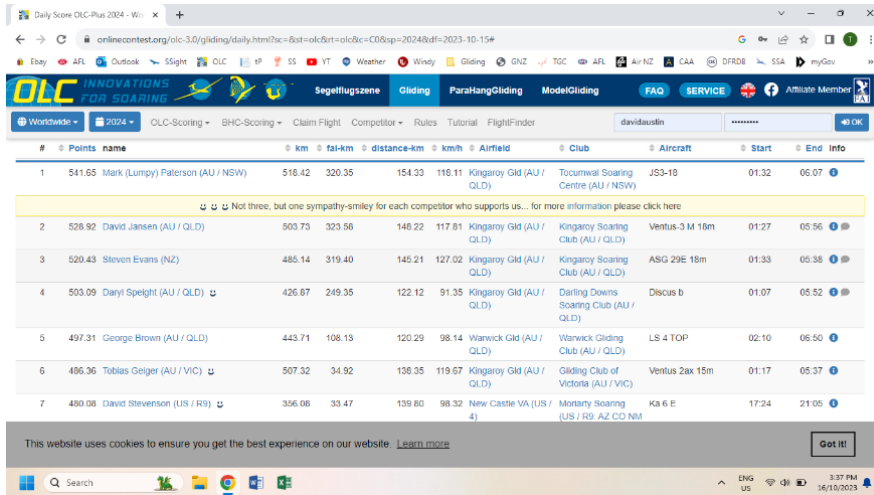
Two flights with very good pilots, a land-out, excellent presentations, good food; I had a good time. Plenty of things to work on, but now I need to see if I can capitalize on this and push further out. Bob had a saying from Henry Ford, "Whether you think you can or think you can't, you are probably right".

Geoff.

OLC-Gliding

What is the OLC?

It is the Online Contest. The OLC is the world's largest decentralized soaring contest and



#	Points	name	km	fa1-km	distance-km	km/h	Airfield	Club	Aircraft	Start	End	Info
1	541.65	Mark (Lumpy) Paterson (AU / NSW)	516.42	320.35	154.33	116.11	Kingaroy Gld (AU / QLD)	Touramai Soaring Centre (AU / NSW)	J53-10	01:32	06:07	
Not three, but one sympathy-smiley for each competitor who supports us... for more information please click here												
2	528.92	David Jansen (AU / QLD)	503.73	323.56	148.22	117.81	Kingaroy Gld (AU / QLD)	Kingaroy Soaring Club (AU / QLD)	Ventus-3 M 10m	01:27	05:56	
3	520.43	Steven Evans (NZ)	485.14	319.40	145.21	127.02	Kingaroy Gld (AU / QLD)	Kingaroy Soaring Club (AU / QLD)	ASG 29E 18m	01:33	05:38	
4	503.09	Daryl Speight (AU / QLD)	426.67	249.35	122.12	91.35	Kingaroy Gld (AU / QLD)	Darling Downs Soaring Club (AU / QLD)	Discus b	01:07	05:52	
5	497.31	George Brown (AU / QLD)	443.71	108.13	120.29	98.14	Warwick Gld (AU / QLD)	Warwick Gliding Club (AU / QLD)	LS 4 TOP	02:10	06:50	
6	486.36	Tobias Geiger (AU / VIC)	507.32	34.92	136.35	119.67	Kingaroy Gld (AU / QLD)	Gliding Club of Victoria (AU / VIC)	Ventus 2ax 15m	01:17	05:37	
7	480.08	David Stevenson (US / RI)	356.08	33.47	139.80	98.32	New Castle VA (US / RI, AZ, CD, NM)	Monterey Soaring (US / RI, AZ, CD, NM)	Ka 6 E	17:24	21:05	

constitutes an information system for cross-country flying which is updated on a daily basis. Flights which have been registered on a flight recorder are uploaded via an internet gateway and appear immediately in the ranking. No previous flight declaration is required. The flight recorder files are publicly available for

downloading and analysis. Flights with up to six legs (classical OLC) and also triangles based on the FAI/IGC rules (FAI-OLC) are scored.

Check out webpage - <http://www.onlinecontest.org/>

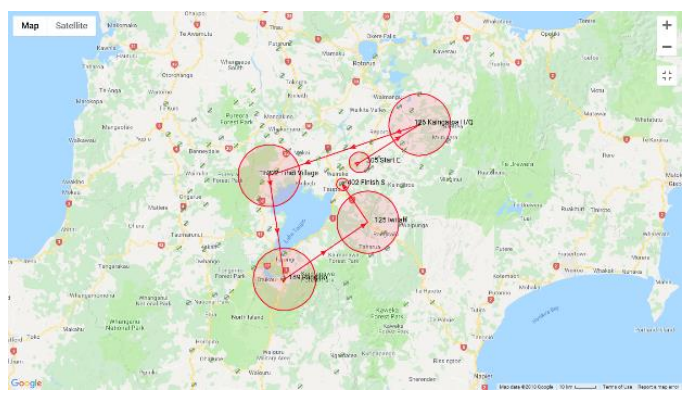
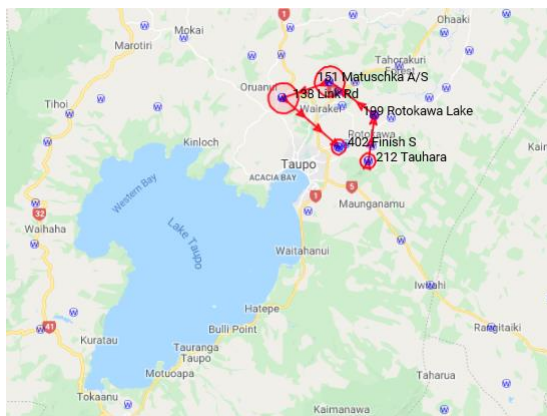
All you have to do is register and follow the prompts to upload your flight.

taskPilot

The *taskPilot* competition will run from the 4th of November 2023 through until 31st March 2024. There are a number of tasks to choose from and you don't have to be an experienced cross country pilot to fly some of them. There are *taskPilot* tasks suitable for all levels of experience, so if you are flying around gaining solo time there is a task for you as well as long tasks for the experienced pilots. There are three classes to suit experience and each class is weighted to make the scoring fair. The classes are:

- Tauhara Class – for those pilots yet to obtain XCP status,
- Tarawera Class – for those yet to achieve their Silver C badge, and
- Tongariro Class – for those that have achieved their Silver C badge and higher.

taskPilot is also designed to teach you the use of navigational equipment such as the Naviter Oudie and the LX8000 where you will have to load the task, fly the task then download the task for scoring.



The whole idea of *taskPilot* is to:

- give you more of a challenge rather than flying around aimlessly,
- get you familiar with downloading and printing tasks and entering them into your navigation system, be it Naviter Oudie or the LX8000 fitted in GSS,
- get you uploading flights into *taskPilot* and the OLC (Online Contest), and
- get you analysing your flown task.

Who will be TGC's 2023/24 *taskPilot* champion?

If you have any questions, please contact Trace.

Upcoming Events

Just a quick reminder about the following events.

- Central Plateau Soaring Competition – 4th to 12th November.
- *taskPilot* Championship 4th November 2023 to 31st March 2024
- Northern Regionals 18th to 25th November - Matamata

Humour

