

OUTLANDING

The Taupo Gliding Club's Newsletter



September 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.

For those of you that didn't attend the Season Safety Briefing, you will have to arrange a session with either Colin or myself and have your Logbook Endorsed before you will be permitted to fly.

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

Fly well and have fun!

Cheers, Trace

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One of the biggest risks we face in gliding is the risk of a mid-air collision. The following is an extract from the training syllabus.

See and Be Seen

Allow for the blind spots of other aircraft. If they are ahead of you and moving in the same direction, they won't see you at all. It's your responsibility not to run them down.

The only effective method of scanning below and behind is to turn or weave, which isn't always practical, and not very energy efficient during the glide. Though the risk from below is relatively small, check every so often, perhaps by doing an elongated S-turn. Don't forget to look directly above you.

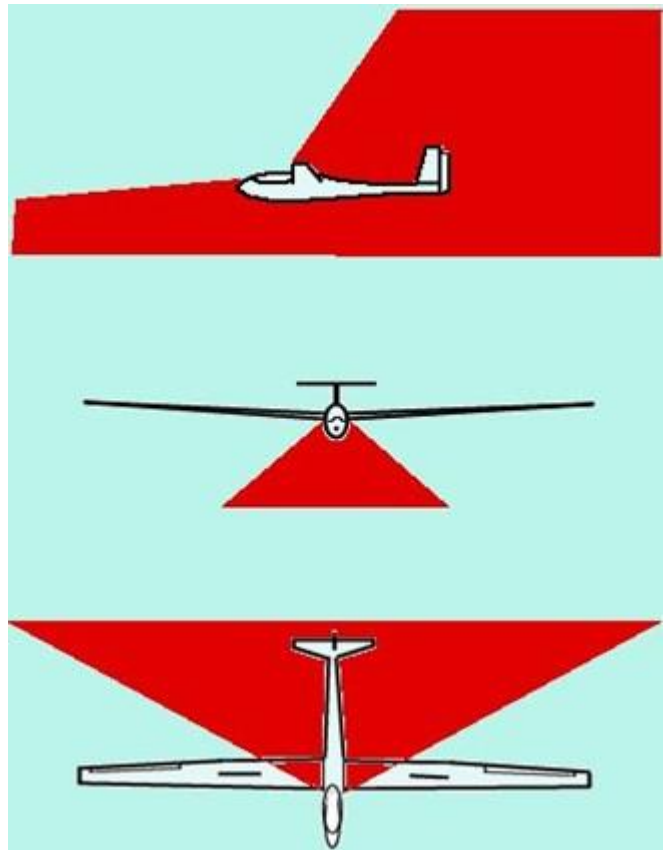
If you have a radio, listen out for other people in your area. If thermalling, or tagging along in someone else's blind spot, contact them and say where you are. The radio is useful, but don't rely on it entirely.

When descending rapidly with airbrakes out, do so in a series of S turns, or circling, both of which are usually safer than letting down in a straight line.

When thermalling, always position yourself so you can see as many of the other gliders there as possible, and they can see you. New pilots often find it very difficult to turn accurately and keep a good lookout at the same time. If you wear a hat (an essential item in hot weather and during long flights) make sure that the brim doesn't obstruct your view.

COMMON DIFFICULTIES

- Not looking out enough (95/5 rule)
- Failure to move the head.
- Not moving the head far enough in all directions - a pilot needs to scan by moving his head and not just shifting his eyes.
- Not pausing for a moment on each section of the sky to actually look.
- Looking down the wing during turns, which can lead to disorientation and poor speed control.
- When thermalling: fixating on other gliders, or looking in the wrong direction.
- Not looking adequately before rolling into a turn.
- Not looking adequately before rolling out of a turn.



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 I 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 pin was still connected, so I gently got out of the glider and was able to reinsert the rear pin 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

Potluck Dinner

On the evening after the Safety briefing we had a potluck dinner which was attended by a small number of club members and partners. A pleasant night was had by all with a delicious spread and general banter. This was the first meal in the newly refurbished club room which looks splendid. A special thank you to the Master Painter and Decorator, Tom Anderson, and the Lighting and Electrical Guru, Martin Jones, for their efforts.



Upcoming Events

Just a quick reminder about the following events.

- Central Plateau Soaring Competition – 4th to 12th November.
- *taskPilot* Championship 4th Nov 23– 31st Mar 24

Humour

