

OUTLANDING

The Taupo Gliding Club's Newsletter



August 2022

Welcome everyone to the August edition of Outlanding. I know, I did say that the next newsletter would come out at the end of September but there are some important messages to get out to members.

If anyone has an article or notification to be included into the next newsletter, please have to Trace by 20 September 2022.

Fly well and have fun!

Cheers, Trace

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CFI Report by CFI Colin McGrath



Given that most of us got some or at least one of the checks wrong, or in the wrong order, during the airmanship competition I thought it would be a good opportunity for all of us to brush up on our checks.

There are also other checks that are recommended in the new training programme which are well worth keeping in mind.

I'M SAFE

I = Illness
M = Medication
S = Stress
A = Alcohol
F = Fatigue
E = Eating

Pre-Boarding

ABCDE

Airworthy
Ballast
Controls
Dollies
Expectations

Pre-Takeoff

CB-SIFT-BEC

Controls
Ballast
Straps
Instruments
Flaps
Trim
Brakes
Eventualities
Canopy

Pre-Landing

SUFB

Straps
Undercarriage
Flaps
Brakes

Aerobatics/stall

HASELL

Height
Airframe
Security
Engine
Locality
Lookout

Aerotow Launch “Eventualities”

1. Recite: Keep Straight on ground roll - or release.

Action: Stay directly behind the tug, and level with or below it at all times. If you drift sideways beyond the wingtip of the towplane on the ground roll then you must release. If one wing tip drops to the ground and doesn't come up quickly then release and start the launch again.

Reason: Being laterally out of position on the ground roll increases drag and results in slow acceleration. It can also can pull the tow plane sideways. Slow acceleration means that you may not clear the upwind boundary at a safe height and speed.

2. Recite: Accelerate to 60 knots by hump midway down the field or release!

Action: Decide in advance a point on the runway ahead at which you must reach a specified speed (eg. 60 knots) during the takeoff roll. If the tug-and-glider combination is not above that speed by that point then release, land ahead and apply airbrake and wheel brake.

Reason: If the combination is not accelerating normally then you might not clear the boundary fence ahead. Don't wait for the towplane to wave you off - abandon the launch and steer to one side to avoid running into the tug. Fly the glider as smoothly as possible during takeoff to minimise drag.

3. Recite: Signals from Tug: Rudder Waggle = lock air brakes, Rock Wings = release immediately.

Action: Both signals require immediate action from the glider pilot, so you need to be ready to receive them and know what they mean. You may receive a radio call from the tow pilot if a radio is fitted. If you release at low level beyond the runway then the best action is to land straight ahead in any available space, even if the glider gets damaged. Making a turn back to the airfield at low level can result in a spin - especially at low speed - and a nose-first impact which is usually fatal!

Reason: The tow pilot is very vulnerable if the combination doesn't climb properly. Sometimes the airbrakes on the glider don't open until flying speed is reached (so make sure you do your checks properly). If you don't release when the wings are rocked you could cause the towplane to crash. With a deliberate signal you will see the ailerons move before the wings rock - that's how you know it isn't turbulence tossing the towplane around.

4. Recite: Out of Position beyond the wingtip or above the tug = I must release!

Action: Any position, except directly behind the tow plane can present a hazard to the tow pilot. The lateral limit is the wingtip of the towplane. If you get beyond this - or if the towplane disappears from sight - you must release. If the rope goes slack and looks like it will tighten with a jerk then you must release before it does. Be gentle when "boxing the wake" and only practice this above 1,000 feet AGL.

Reason: If you get out to one side, and the rope becomes slack then suddenly tightens, this can jerk the tug laterally into a spin from which it will need 500 - 700 feet to recover. If you get too high the tail of the tug can be lifted up and the rope tension and extra drag could cause the tug to lose speed and stall. Again, 500 - 700 feet to recover. This is how tow pilots can be killed.

5. Recite: Break in Rope before Wings Level, Speed, Land Ahead

Action: If the rope breaks or the tug waves you off in the first few hundred feet after takeoff then maintain approach speed and land in the best available space in front of you. Don't try and turn back to the airfield at low level - it's too risky. Think about what you would do on every takeoff.

Reason: An aerotow launch will often mean flying over unlandable terrain at a fairly low height until the glider is high enough (and has enough speed) to turn around and land back on the airfield. Landing straight ahead (or almost straight ahead) usually permits a horizontal landing, which is survivable even if the glider is damaged. Trying to turn at a very low level can result in the wing tip hitting the ground, or a low-level spin. In both cases the glider hits the ground vertically nose-down, and pilot survival is far less likely.

SASOB = Straight - Accelerate - Signals - Out of Position - Break

1. I will keep **Straight** on ground roll - otherwise release and apply wheel brake.
2. **Accelerate** to **60** kts by the **Hump midway** down the field - otherwise release, land ahead
3. **Signals from tug**: rudder waggle = lock air brakes, rock wings = I must release!
4. **Out of position** = I must release!
5. **Break** in rope low to the ground - keep wings level - approach speed - land ahead.

Training session

There will be training session held at the club on Saturday 17th of September at 1100. The topics being covered will be the use of:



- Oudie, LX8000 and *taskPilot*.

All going to plan, it will be a good flying day and you will be able to put your refreshed knowledge into practise in the afternoon. We look forward to seeing you there.

Potluck Dinner

On completion of flying on Saturday 17th of September, there will be a potluck dinner enabling club members and their families to socialise and celebrate the upcoming soaring season. If you would like an idea as to what to bring for the table, please contact Jenny Austin either by phone 0221 047 099 or email jennyaustin@hotmail.com. RSVP appreciated.



Club Name

At the last committee meeting, the topic of a club name change came up. The rationale for a possible name change is thus. If you asked anyone in the general public what they thought gliding was, you would get many differing responses but the most common one is "Is that's where you get towed up and you float back down". Many people do not know that we can stay up for hours and fly many km. If you asked the general public "Where is the Taupo Gliding Club?" the chances are you will get a blank look.

To promote the sport and the club and to seek more membership, a name change may be one solution. We need exposure to the public and the committee are looking at signage, updating the webpage, social media etc.

What the committee needs to know from members is a name change worth looking at? If so, what are your Club Name ideas?

If you have a name suggestion or any other ideas, please email Tom at gliding@reap.org.nz before the 20th of September. The next committee meeting will be on the 21st of September.

BFR Practice or Wait till BFR that is the Question *by Bill Kendall (B Cat Instructor)*

I have just read an article written by the CFI of the Wanganui Aero Club (Jonathan Mauchline) and he talks about a pilot's competence or confidence and whether their airmanship is up to standard between BFR's. Are you prepared or ready to do your BFR and have you carried out any of the exercise practices since the last BFR?

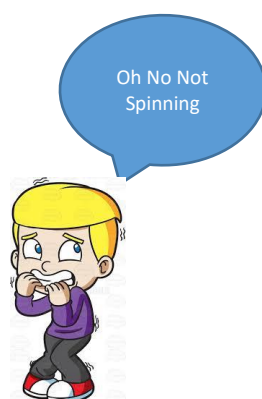
The questions that are asked are "How long has it been since you practiced Boxing the Tow?" and the answer will be, "Not since my last BFR" or "How long has it been since you practiced stalls, spiral dive and spin recovery?" Again the answer would be "Not since my last BFR". Fly SAFE, if you are not happy about practicing alone get an instructor to go with you. Out of all the ASW 28 pilots, how many have practiced stalling or how to recover from a spin?

As pilots, we tend to just go and fly enjoying the ride but it's when things go wrong that we think "Oh Shit! I should have been more prepared for that". Pilots tend to stick their heads in the sand reassuring themselves that "The last practice I did was OK" or "My Instructor signed off my last BFR, he must think I'm good enough until next time" but the reality is we may scrape through, this is not good enough. If you look at accident stats a lot of problems occur at low level and by practicing slow flight, stalls in the turn at a higher altitude we start learning the feel of the aircraft close to the stall, and handling of the aircraft (specifically regarding rudder use) becomes more intuitive and so much more intuitive. With it so much more familiar, recognition of the stall symptoms and edge of the flight envelope becomes more instinctive.

When an instructor does a BFR with a pilot he has a set of exercises to carry out, this give the instructor a small snapshot of the overall capabilities of the Pilot and using that snapshot has to make a decision on the capabilities of that pilot, also does he need period of dual to iron out or practice those areas that need work.

So don't leave it to the last minute to do your BFR and be prepared, fill out your documentation (hours etc.) We instructors are always willing to give you advice, go up with you on a club day to practice – please make use of us, we're here to help. Many thanks to Jonathan Mauchline for inspiring me to write message to all our club pilots.

PRACTICE – PRACTICE – PRACTICE - Be prepared for your next BFR



ZK-GCP

There has been an update to the trim ballast section of GCP's Flight Manual, sections four and seven. The following pages have been updated; 4.17 and 7.14 - 7.17. Everyone must read these updates prior to their next flight.

Video

Here is an excellent YouTube video to watch.

<https://www.youtube.com/watch?v=qO00mA2wP4A>

Humour

