

OUTLANDING

The Taupo Gliding Club's Newsletter

Feb – Mar 2017

Well, summer has been and gone. Not that many of us even realised that we had a summer but there have been some awesome flights locally and from other airfields. Now that the main soaring season has now passed us by for another year it doesn't mean that we will not have any opportunities to have some great flights over the next couple of months. So come on out and enjoy the view.

If you have an article or notice for the next edition, please have it to Trace by 20 May 2017, in the meantime welcome to another edition of Outlanding.

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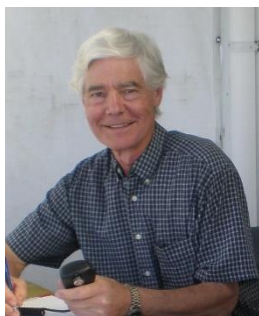
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President's Note – *Hugh de Lautour*



Greetings to you all.

Thank you for your continued support – the club is in good heart and continues to facilitate the enjoyment that so many people get from the magic of soaring.

Good news is that the roof has remained waterproof throughout all the recent heavy rain – thanks again to Tom, Nick, Martin and others for their running repairs.

Bad news is that our main airfield mower has collapsed from old age and rust, so Gordon is not able to keep the runways and surrounds quite as immaculate as you are used to. We have got funding applications in to a number of Charitable Trusts so are waiting for those to reply before buying a new mower. Thank you for your understanding in the meantime.

Keep in mind the club's 50th anniversary in September. We still need volunteers for an organising committee, so few have some good ideas and/or experience and would be interested in being a part of it please let me or Tom know.

Gliding NZ is progressing well with the initiatives outlined in last year's AGM – you all should have done the survey by now, and Bill has started introducing the new training regime. The online booking system is still under development, but I am hoping that very soon you will be able to jump on line before jumping in your car, and save yourself a lot of frustrating waiting time.

Thanks to Trace for the newsletter, and thanks again to you all for your support.

Hugh.

CFI Report *by CFI Bill Kendall*



Instead of going over the same old issues of the past I thought I would use this issue of the OUT LANDING to look at what's new in gliding and what is happening within GNZ and what could affect glider pilots in other regions.

Firstly, lets welcome Terrence from Hon Kong who is here to gain his QGP and gain as much experience as possible to boost his CV in order to help his chance of becoming an Airline Pilot (possibly with Singapore Airlines). Congratulations to Terrence for going solo and for his conversion to a PW5 well done mate. He is also doing a type rating on a 50cc motor scooter and to experience the hazards of NZ drivers so keep a lookout on the roads, give him a wide berth.

Also congratulations to Akira who has also converted to a PW5, all of these are milestones in his training toward becoming a QGP pilot. Keep in mind Akira is still on the lookout for some extra jobs to help finance his flying.

The first thing of change is the big move within NZG to revamp the training programme for Glider Pilots. After research in Europe they say that the reason memberships are in decline is because they lose focus and direction needing goals to strive for and to maintain their interest, to keep them motivated, to focus on that next challenge.

Martyn Cook of the Wellington Club has been working on remodelling our existing syllabus to make it more designed to make it easier for instructors and the give students significant milestones to strive for, also the student will always know what the next lesson will be and the study he or she will need to do prior to that lesson. It also has great links to study material to assist them along the way (serving as instructor aids). I have just received an email from the operations group and reporting the outcomes of the progress on the implantation of the new Matrix.

Introduction

Learning to fly a glider is a progression through different stages, with significant major milestones along the way, including:

1. Solo Pilot – the pilot conducts the entire flight unassisted with no trainer present,
2. Soaring Pilot – a flight of more than three hours in duration as a solo pilot,
3. Cross- Country Pilot – outlanding 50km from the home airfield, or local equivalent,
4. Task Pilot – fly a task of more than 300km which is declared in advance, and
5. Mountain Pilot – soar the western face of Mt Cook.

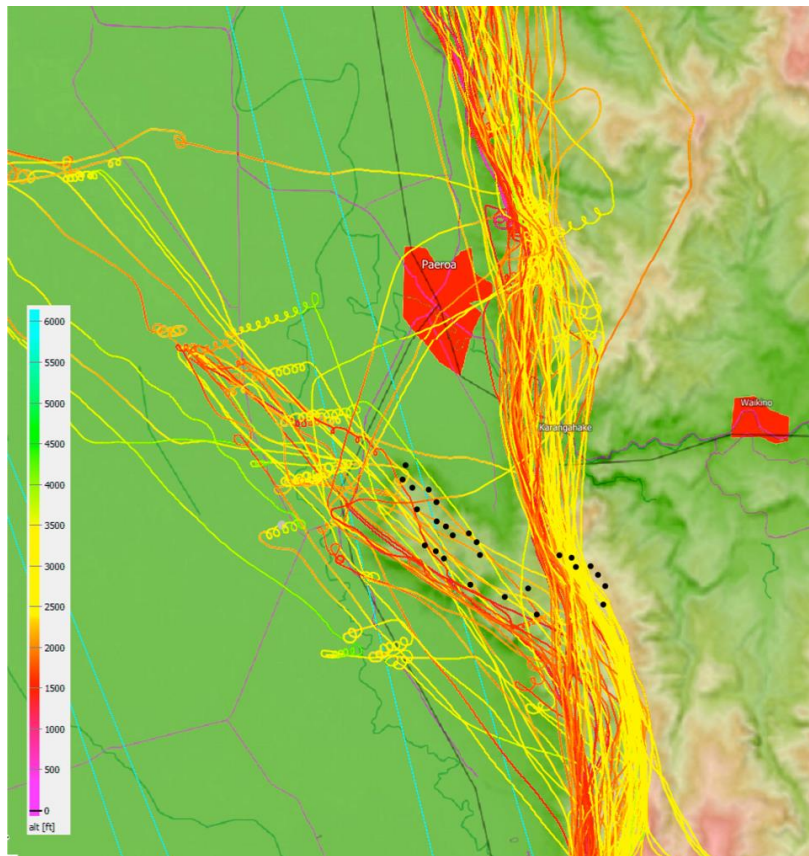
Other milestones include;

- Qualified Glider Pilot
- Cleared for independent operations
- Silver, Gold, Diamond badges and 1000km Diploma – FAI awards

A meeting was held recently, with Steve Care, Peter Thorpe, Martyn Cook, Graham Erikson, Roger Read, Max Stevens and myself attending. There was general agreement that our training material needed considerable improvement. Although Martyn has achieved a great deal so far, there is still quite a bit of debate ahead and nothing is set in concrete at this stage. Martyn has undertaken to keep the Operations team informed on his progress via their monthly Skype meetings. There will be a general update for all at the AGM on 10-11 June, so please diary that.

Meanwhile the official GNZ training 'syllabus' is still the one in the MOAP, and that's the one to follow for now.

The next point of interest is at a recent Matamata Soaring Committee meeting we looked at a proposed wind farm on the Kaimai ranges, so for those that has flown the ridge a Matamata the construction of approx. 26 wind turbines does impose a considerable hazard to gliders. If you look at the attached picture it shows the glider tracks along the Kaimai Range with the wind turbine location represented by the black dots, not a pretty sight. So the committee is looking for an environmental expert who can advise us in the way forward with submissions opposing the location of the farm, we don't think they had any idea just how many aircraft fly the ridge or how close we get to the ridge lines, also the speeds involved.



Remember Girls and Guys safety first and please remember to fill out that OP's 10 if there are any safety issues or occurrence's, if you are not sure if an OP's 10 is warranted don't hesitate to ask the me (as CFI)

Safe Flying and remember GOOD LOOKOUT
Bill Kendall CFI

Shine and Rise *by David Smith*

Judging by the way families stop along the road to watch gliders being launched or hill walkers waving from hill tops, it's not only glider pilots who find the sight of a glider an uplifting experience. Gliders are beautifully sleek machines and the sight of them all lined up on the grid and glinting in the sun is an intensely pleasing sight. Particularly so, when deep down, we know we have the privilege to fly them!

A more depressing sight, which stands in shrill contrast, is arriving at a field to see club or private gliders that have been poorly cleaned or left unpolished. For some reason the simple task of polishing a glider, especially in a club context, is seen as either an unwanted chore or somebody else's work.



The physical consequences of neglecting to look after surface coatings on a glider becomes evident the moment you enter a glider workshop. Gelcoat sloughing, raised edges to chips and cracks and moisture ingress contribute to filler separation and fibreglass deterioration (the more obvious "issues").

Very few glider pilots can regale the dubious pleasures of stripping and replacing the coating on a fibreglass glider outside the world of professional repair shops. There is an even rarer breed of completely desperate obsessed souls that have tackled the coatings on the vast expanses of a twin or open class glider. The ones that have done so probably needed psychiatric treatment two thirds into the process. You can pick these fellows out on the field. One wipe of a hand over a wing surface or along the fuselage is sufficient to make them bleach, cringe noticeably, and walk resolutely away only to be found later on the clubhouse terrace recovering from the shocking experience.

I truly believe there are no sane pilots who have willingly undertaken a glider recoat job twice!

For many club members the financial consequences of repairing or replacing a glider's coating is probably not well known. It is certainly sobering.

Trained and experienced staff in a commercial repair shop with good equipment setups and proven methodologies, will take about 450 hours to strip and recoat a standard 15m glider. The price tag will be something in the order of 27,000 dollars. A flapped single or twin will cost considerably more.

Anyone with the bright idea of undertaking a recoat job for a club as a "club project" can be readily sobered to reality by a few hard considerations. Firstly, assume that the job will take at least twice the number man hours needed by a commercial workshop (now estimate the club revenue loss!).

Next, the workshop space needs to be reserved for two years (if you have one), or find a private garage that can be occupied for even longer but where noise, dust, water and sprayed very nasty paint/coating are not an issue!

Next, find the requisite skill set – oh dear, oh dear. Enthusiasts let loose with power sanders or chisels on a curved fibreglass surface is a very, very, very bad idea. Then there's the right equipment – compressor, sanders, sanding bars, straight edges, trestles, dust collection, spray guns, cleaning stuff and personal protection equipment etc (just a few thousand dollars!).

It's also unbelievable how many nosey interfering professed "experts" suddenly appear when a job like this starts. Ban them. They never help, contaminate prepared surfaces, move tools and materials and get in the way.

What follows next is the hard skilled graft. It takes roughly 40 hours sanding work to cut the coating off one standard 15m glider wing and something like 50 to 55 hours work for a twin (don't get me started on the fuselage!). Volunteers will depart after one two hour session, never to be seen again! A sanding session two to three hours is about all one can take per day.



Then there is the control surfaces – this delicate work demands considerable care, fortitude and persistence – especially the rudder. These parts take up a lot of shop work space and demand many more hours work than anticipated.

Ok, so much for the easy bit.

The finishing work is best left a bit vague. Suffice to say it involves long hours with quality epoxy filler, truing up the crimped fibre glass surfaces to profile. The work is precision hard graft, working with long sanding bars for the wings and tricky flexible ones on the fuselage. It is definitely not a team exercise. The work to achieve true surfaces that calls for repeated fill and sand cycles followed by priming. It can drive you to complete distraction, greatly enrich your vocabulary and open the door to the nuthouse.



It's at this stage the by now run ragged enthusiast doing the work is introduced to the vexations of removing pinholes from the primer or fatty finger prints left by over tactile nose visitors.

The material costs are also impressive. Mixed filler costs about \$50 per litre as does two part primer. Surprising quantities are needed. Quality two part topcoat costs something akin to \$100 a litre. Both primer and top coat are very nasty products and serious contact/respiration protection measures must be adopted to when using them.

Primer followed by fine cut sanding eventually brings up a shine to the fuselage and wing surfaces. When the reflections lose their shaky mirage shimmer you start kidding yourself that completion can't be too far off.

However, two part topcoat is very shiny and absolutely unforgiving of imperfect surface workmanship. Consequently, each and every imperfection in the primed surface can be guaranteed to show up on glaring glory. Working and reworking the primed surface to perfection without pinholes becomes a necessity. What joy! Incidentally, the desire to take a short cut at each and every stage in the process described above is always present. Experienced practitioners know that giving into this impulse is folly. Redoing work at a later date will be inexorable.

The end result of all the tribulations and hard work is generally stunning. It is quite possible that the glider will perform better than when it came out of the factory.

So I guess it's all relative. Protecting chipped or deeply scratched coatings when found and polishing club gliders costs only a bit of effort, a little tape or some good quality wax and not thousands of dollars. While the coatings will last longer and the gliders look flash and cared for pilots get a kick from flying a tidy machine knowing that the shine helps it rise.

Farewell to Tom *by Colin McGrath*



Sunday 26 March a large group of gliding club members, friends and family met at the gliding club on wet, overcast afternoon to remember Tom. The plan was to have a fly over and spread Tom's ashes from a glider. As the weather was not suitable for this Plan B was activated. Tom's son Tony arranged for one of his helicopters to be flown over to the club. Accompanied by Tony's wife, Joan and two of Tom's grandchildren Tony flew his helicopter down the runway spreading Tom's ashes. A very fitting way to say our final farewell to our good friend and long time club member who had spent many days each year almost since the inception of the club out at the field instructing and working for the club. In that time Tom held almost every club official position including President for 10 years or more.



My name is Tom Orr - It is Tom Orr
And I'm the one you're all gathered for.
Yes my name Tom Orr - It is Tom Orr
And you can use it still just like you did before.

My name is still Tom Orr - it's still Tom Orr
It's just that I'm not around much anymore.
You won't be seeing me much round the pub
Or Rotary or at the Gliding Club.
But I'll be there just like I was before
If only you'll keep talking of Tom Orr.

Yes my name it is Tom Orr. It is Tom Orr
There's pictures of me just inside the door.
So keep on talking, keep my name alive.
Share a joke and drink at half past five.
And tell a tale I might have told before
A tale that was a favourite of Tom Orr.

My name it is Tom Orr - it is Tom Orr
Don't think of me as dead, just gone before.
You'll catch up with me sometime later on
'Cos everyone will end up where I've gone.
So keep calm. Carry on, and what is more
Keep my name upon your lips

God speed Tom Orr
Hugh de Lautour, March 26, 2017.

Defects and Reporting *by Trace*

A recent occurrence at the Central Districts competition prompted me to write this article regarding defects and reporting.

A glider was removed from its trailer, assembled and during the DI damage was noticed under the nose of the glider. It appeared that the glider had had a landing by where the nose has hit the ground damaging the gelcoat in such a way that a 70x40mm piece of the gelcoat was ripped away. There was also considerable scuffing and scratches leading to and from the missing gelcoat.

Upon an engineering inspection it was determined that the glider had no major structural damage and remained flyable, much to the relief of the pilot flying it for the week of the competition, *BUT* someone out there has had an incident and has not informed their duty instructor or maintenance engineer. This is where the problem lies, someone has knowingly had an incident and failed to report it and left the glider in a potentially unsafe condition.

Incidents like this will happen, either at the home field or an outlanding into a paddock, but the important thing is that it is reported so that the glider can be inspected and repaired if necessary to ensure that it safe and serviceable.

For incidents such as the one above we have a *No Blame Policy* in the gliding fraternity, and yes, you will have to fill out an Ops 10 form which only takes a few minutes. I know I have had to fill out a couple of them. There is no stigma attached to filling out this form and by doing so you are providing valuable information to GNZ which is used to improve our training and safety awareness.

DI Book – Within the DI Book there are two sections for reporting defects, one for Minor Defects and one for Major Defects. These sections are not just for the daily inspection. If there is a defect on the glider noticed during the days flying then it should also be recorded in the DI book. If it is a Major defect, then it should be recorded in the book and the DI book is to be left on the cockpit seat opened at the major defect page. This is to indicate to others that he glider is unserviceable. I urge everyone to have a re-read of GNZ AC01 – Daily Inspections.

REMEMBER IF IN DOUBT ASK!

New Members

We would like to welcome the following new member:

- Terence Tsang

Achievements

- Terence for going solo and converting to PW5
- Akira for converting to PW5



Terence receiving his 'A' Certificate

Upcoming Events

Just a quick reminder about the following events.

- Easter Camp
- Airmanship and bombing Comp – Starts May 17
- Annual Dinner and AGM – 24-25 Jun 17
- GNZ AGM – Wellington – Jun 17
- TGC's 50th Anniversary – Weekend 23-24 Sep 17

Humour



Special Package for Businessmen

An Airline introduced a special package for Business men.

Buy your ticket, get your wife's ticket free.

After great success, the company sent letters to all the wives asking how the trip was.

All of them gave the same reply..."What trip?"

Cool message by a wife

Dear Mother-in-law,

"Don't teach me how to handle my children, I'm living with one of yours & he needs a lot of improvement"