

# OUTLANDING

The Taupo Gliding Club's Newsletter



**July 2022**

*Welcome everyone to this edition of Outlanding. It has been awhile since I put ink on the page and I look forward to providing information to club members for the foreseeable future.*

*My intention is to put out a newsletter at the end of the month throughout the soaring season and at the end of every second month throughout winter. Speaking of which, winter is almost over and very shortly the soaring season will be upon us and so will the competitions.*

*Taupo will be hosting the Northern Regionals between 19 -26 November and our usual Central Plateau competition will be held in the following March. During the contests there will be lots to do and the club benefits, which means you as a club member will benefit. When the time comes, and if you can help out be sure to see Tom and let him know that you are available. Every little bit counts.*

*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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# Committee and Awards

## Incoming Committee for 2022/23

Patron: Richard Izard

President: Hugh de Lautour

Vice President: Rob Lyon

Manager/ Treasurer: Tom Anderson

Club Captain: Trace Austin

C.F.I : Colin McGrath

Committee: John Chittenden – Mathieu Turquier – Geoff Thompson – Craig Hunter – Tim Norman.

## Awards for 21/22 Season – Congratulations to all

**Most Improved Student:** (Taupo Gliding Club) No students to compete

**Most Improved Pilot:** (Taupo Gliding Club)

Mathieu Turquier Now a Soaring x Country Pilot

**Height Gain:** (Taupo Gliding Club)

Craig Hunter and Mathieu Turquier 5200ft. The best of four

**Most Meritorious Flight:** (Trev Terry Challenge trophy)

Trev Terry & Suzanne 327km flight. Trev needed Suzanne to show him the way

**Landouts:** (Norman Marsh)

Trace Austin Five landouts during the season. One of which required the use of a tractor

**Tail End Charlie:** (Radio Lakeland Trophy)

Martin Jones He is always available to tow or instruct and help with anything needing doing

**Club Members Trophy:** (Tom Anderson Trophy)

Phil Overall If he is not polishing gliders, he's on the tractor mowing or helping Tom

**taskPilot:** (Trace Austin Trophy)

Mathieu Turquier Inaugural winner

**Toilet Seat:**

John Chittenden Arrived a week early for Annual dinner and AGM

Peter Cook Wheel up landing

Bill Kendall Clipped wing on fence when towing back to tie down area

**Airmanship comp:** (Buck Jones)

Mathieu Turquier Showing everyone the way to do it.

**Student Airmanship:** (Peter Battersby)

Ivan Booth Scoring well and up with the seniors

**Bombing & Landing Comp:** (Tom Orr trophy)

Colin McGrath CFI shows how to be on the spot with a score of 41

## taskPilot

It has been three years in the making and now we have the Inaugural Winner of the *taskPilot* trophy. Congratulations to Mathieu.

The next league contest will begin at the end of October 2022 and run through until the end of March 2023. The scores you see on the *taskPilot* home page when you open it are a dynamic picture of all flown tasks entered, but the *taskPilot* champion comes from the soaring season league contest.

Who will be the next champion?



## Landouts

Landouts go hand in hand with cross country flying. They happen due to a number of reasons; the day's conditions have deteriorated, poor flying decisions, whatever the case may be. At some stage in your cross country flying you will be faced with having to land in a paddock or a strip away from where you took off from.

Although landouts are annoying or just a plain inconvenience, in most cases they become an adventure, not just a retrieve. They could even possibly become soaring folk legend around evening drinks.

A great example is one of Natasa Marie's landouts. During the Nationals, NM had to landout and a good top dressing strip was the place of choice. The landout itself was straight forward but the following events were the adventure.

Trace was only just unbuckling the harness when the phone rang. It was Trev. Trev had been watching and he told Trace that he knew where NM had landed. Google maps is a wonderful thing. Trev provided information as to how to get from the glider to the farm house.



As Trace clambered over the fence and made his way down the embankment to get to the track he noticed an issue looming. The track wound itself around the hillside from the farmhouse but on one particular corner there was a problem. There happened to be a very large and broken Grandfather Pine tree laying across the track. There was no way around this tree as there was a very steep embankment going down around 100 metres and the track was cut around the hill. After threading his way through the debris, Trace made it to the farmhouse. Luckily someone was home.

Long story short, Trace and the farmer hopped onto the tractor and went up the track to clear the pathway for the trailer. This event is the cover pic. Whilst in the tractor, Trace received a call from a fellow pilot who had also landed on the same strip. If there is a glider in a paddock it will become a magnet for others.

The derigging was also straight forward and once boxed up they proceeded back to Matamata, thanking the farmer and his family once again on the way out. However, after arriving back at the field and rigging, Trace realised that the TE probe had been left on top of the trailer. Bugger! Off he went back to the farm to look for it. After a search by car and by foot, the TE probe was not located and Trace thanked the family again before he left. The farmer said the family would go and have a look after dinner. 'Not to worry' said Trace, as he was kicking himself for leaving it on the trailer.

Shortly after, Trace had made it back to Litchfield when the phone rang and it was the farmer who said that his wife had found the probe. Yeehah! Back to the farm again. Three visits in one day haha. Even though Trace forgot the TE probe that was placed on the trailer and his 'boy look' when he went back to the paddock to search for it, at the end of the day it was a fun retrieve with wonderful people.

## Hobby Expo

Once again the club displayed a club glider at the Hobby Expo held at AC Baths over the weekend of 16<sup>th</sup> -17<sup>th</sup> July. Our ASW 28 was looking good amongst the other displays. This was the 24<sup>th</sup> time that the club has participated in this event. Unfortunately the weekend attendance was down on previous years.

We did raffle of a trial flight and a young 15 year old is excited about going flying. We look forward to seeing the winner come out and take flight.



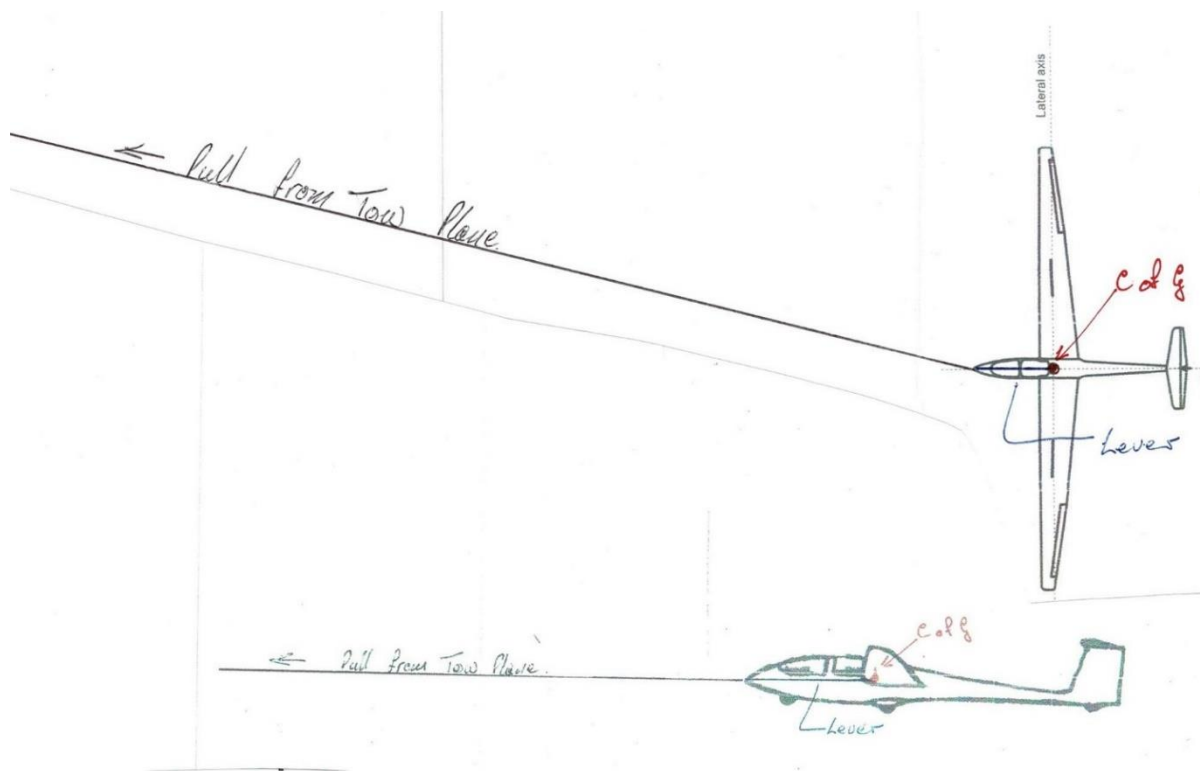
Thank you to all who assisted in the setup, running and dismantling of the display, your efforts were very much appreciated.

## Tow Hook Aerotowing Dangers *by CFI Colin McGrath*

In recent years tow upsets worldwide have increased and unfortunately there have been a number of fatalities associated with these tow upsets. Most have occurred when towing with a Centre of Gravity hook (CoG).

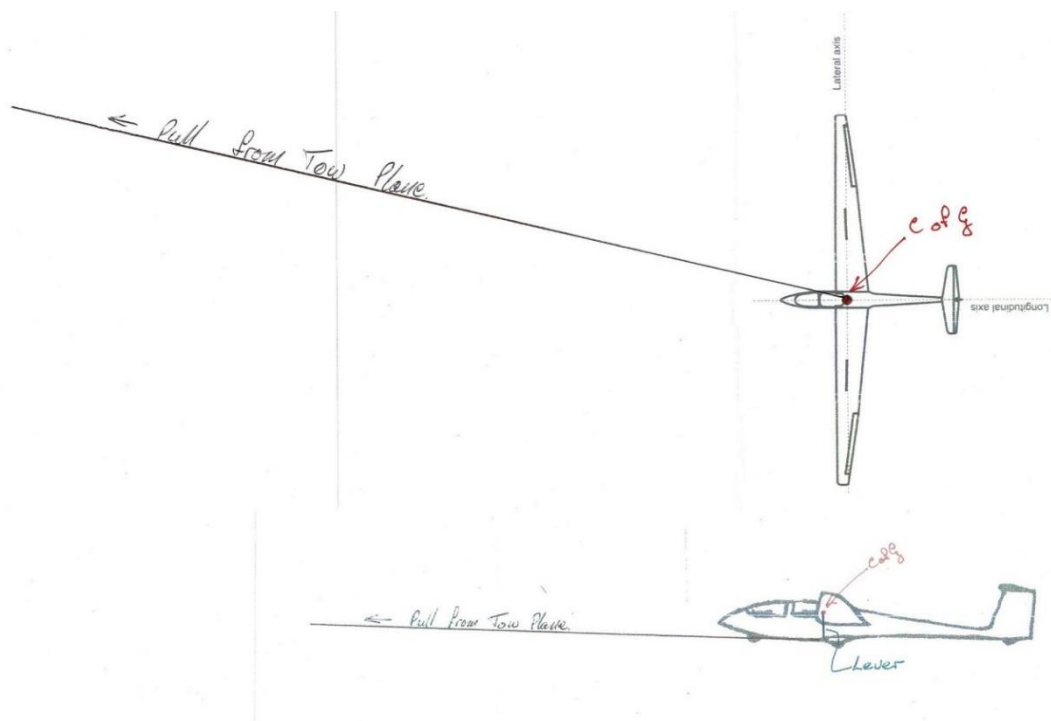
The CoG of most, if not all modern gliders, is about the centre of the fuselage close to the main wing spar. The CoG tow hook is generally directly below this under the fuselage and just in front of the main wheel. Whereas most nose tow hooks are in the nose, or close to the nose, of the fuselage at about the same level as the CoG.

So, when towing from a nose hook you are generally towing from a point that is about two metres (more for a two seater) in front of the CoG and at about the same level. This effectively means that you have a two metre long lever from the CoG to the tow hook. As you can see from the diagram below the lever is helping to bring the glider back into line with the line with the Tow Plane when out of position, both in the vertical and horizontal planes.



### Towing from a Nose Hook

When towing from a CoG hook you are towing from a position that is about 600mm below the CoG. This means you have a lever that is 600mm long at  $90^\circ$  to the line of pull from the Tow Plane. This gives no lateral dampening which the nose hook does and worse still produces a nose up force when the Tow Plane pulls on it. (See diagram below)



### Towing from CoG Hook

Being towed from the CoG makes the glider more sensitive, therefore, more prone to pitch oscillations. The CoG hook was designed predominately for winch launching which is a totally different attitude at launch. As such, the CoG tow hook is designed to back release (cable releases) as the glider rolls over the top at the height of the launch. Keeping this in mind, if there is any pressure

moving backwards from the tow rope in flight it will unhook. This can happen if you over fly the rope and very easily when towing in turbulent conditions.

Other particular considerations to consider for the pilot is doing their Eventualities Check are crosswinds and wing runners. Wing runners must run until the wing has departed their hand and not just take a few steps forward. It would be advisable to inform the wing runner of your requirements. For the pilot, dropping a wing early on launch, especially with the CoG tow hook, you must be prepared to release straight away as you may not have aileron control authority to recover and you do not have that longer lever, that the nose hook provides to assist in the recovery.

At the end of the day, pilots make towing dangerous, not the tow hooks. So be mindful and prepared for any situation.

## New Member

Hi All

My name is Peter Bergman (Pete or Pilot Pete) and I have just re-joined the Taupo Gliding Club after an 18 year absence. Trace has asked me to do a small spiel about myself so you know who I am so here goes.

### *Looking Back.*

I was bitten by the aviation disease when my father arrived at my primary school at age 8 asking me if I wanted to fly in a Cessna. I can still remember that day as clearly as yesterday (probably clearer if I'm honest) Being in the air looking down at everything and everyone was a life changing experience! Watching the pilot using stick and rudder to control it through the air and looking at all those magical instruments made me think he was some kind of god.

Seven years later I went solo in a Victor Airtourer at Whakatane. The price of a lesson was \$15.75 per hour and at the time I was playing drums in a band getting \$10 per night 2 nights a week so all my money was spent on flying. If I didn't have enough money I cleaned planes at the airport. My reward was to fly dual to Opotiki or Galatea with the instructor (gaining 10 minutes of flight time) then waiting around for hours for the students to fly so I could fly home (getting a further 10 minutes) A wife and child at age 20 put an end of my dreams of a flying career.

Jump ahead 30 years to 2002 and a wary Pete arrived at Centennial Park with a fist full of dollars for a flight in a glider with Gordon Griffin. Once again I was bitten by aviation disease only this time a very special fire was lit inside me. The challenge of staying aloft!

I have never ever experienced the same challenges and rewards of this amazing sport we undertake. I have played in bands in front of big crowds, ridden motorbikes at over 300kph, raced speedboats, done drag racing, owned and flown microlights, paragliders and paramotors, started and successfully run multiple businesses but nothing has ever given me the same thrill as flying a glider. The only thing that matched it was when I got my C Cat instructor rating in 2004 and was able to experience the absolute joy of teaching others to fly.

### *Where I am at now.*

I have an on line business [pilotpetes.nz](http://pilotpetes.nz) if anyone wants to take a look. As you can imagine, there are many advantages of having an on line business but also serious disadvantages. For the past 10 years I have had my head buried in a computer, not going out, not meeting people, not getting enough mental / physical stimulation and feeling the result we all feel getting older. Losing our fitness and the general slowdown of our processing and memory power. The only difference the Covid lock down had on me was a huge increase in turnover and less traffic noise!

A few months ago I decided enough was enough and decided to do something about it. Returning to gliding was the direction I wanted to go. I have turned part of a dream into reality by purchasing my third glider. My self-launch Silent is now sitting in the hangar space I now rent from the club.

Now the work begins. I have taken on board the advice I have received from people and literature regarding the added risks and therefore the additional skills required in flying motorised gliders compared to conventional ones and I thank them for that advice and open to any further advice any club member has to offer me. I am in no hurry to fly her.



### *Looking ahead*

My plan is to do as much dual as I need until CFI Colin is happy to sign me off, clock up some hours in the club's PW5 then do lots of aero tow flights in my Silent and get some enjoyable flying out of her firstly without the complication of the engine. I also want to enjoy instructing when the time comes.

I am fortunate to have a lovely partner (Carmen) to embark on this journey with me. She went on a flight with Trace and thoroughly enjoyed it on a rough day (thanks Trace great job) Hopefully she can come up with me when I can take passengers and reap the rewards of all the weather and cloud descriptions she has endured over the twelve years we have been happily together! We live at Ohope beach and it is a costly exercise travelling to Taupo as you can imagine so I cannot attend as many working bees, meetings etc. as I would like to unfortunately. We have stayed in one of the Glidertels with our 2 dogs in tow and hope to do more of that in the future and help out around the club when we can.

Please introduce yourselves if you spot us at the field. We are a bit shy.

### *A confession*

I am an alcoholic and been sober for 24 years in January. If anyone wants to shout me a drink at any time please make it a straight coke and I will be grateful. Thanks to all who have welcomed me back to the club.

Pilot Pete

