

OUTLANDING

The Taupo Gliding Club's Newsletter



October 2022

Welcome everyone to this edition of Outlanding. WOOHOO! It is that time of year again when the soaring season begins. With luck, we will have an excellent summer with lots of memorable flights to be flown.

It also the start of the completion season with Taupo hosting the Northern Regionals beginning on the 19th of November. Our usual Central Plateau contest will be run in March 2023.

During the contests there will be lots to do, so if you can help out be sure to see Tom and let him know that you are available. We are in need of wing runners especially. Every little bit counts and the club needs the support from it's members.

If anyone has an article or notification to be included in the next newsletter, please have to Trace by 25 November 2022.

Fly well and have fun!

Cheers, Trace

Inside this Issue....

CFI Report

Open Day

SA and Lookout

taskPilot

GCP Canopies

Tiger Moth Fly in

Housekeeping

Flight Management

Upcoming Events

Humour



GCP Transponder - We now have finally got the ADS-B out setup completed in GCP. This system has an air switch which will switch the transponder from Ground to Alt when an airspeed of about 35-37kt has been achieved. As the Trig transponder does not have any heating elements like a lot of the older transponders there is no requirement for a warmup period. We can turn it on and switch it straight through to Alt.

The transponder will remain in Ground mode until the activation air speed is reached and the unit will then automatically transmit in Alt mode.

So now our procedure for turning on the transponder is to turn it on to Alt straight away and leave it there to avoid forgetting to change it to Alt when taking off.

See and Be Seen - 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:

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.

Open Day

The Club's open day will be held on the 13th of November and with luck we will have a good public turn out with prospective new members. In preparation we will need to have a working bee prior to the event and members participation on the day. We will have to have all the aircraft out by 10.00am and be ready to go by 11.00am. We will also have a sausage sizzle between 12.00am – 01.00pm. So please come out and support your club.



Taupo Gliding Centre
OPEN DAY
13 November 2022

**Come out and see how we
operate & see if Silent Flight
is for you?**
EVERYONE is Welcome

WHEN: Sunday 13th November 2022
(Weather Dependant)

TIME: 11.00AM to 4.00PM

WHERE: 421 Centennial Drive Taupo
(Next to Taupo Racing Club)

Ph: 0220 289 842 for more information

Website: Taupogliding.com

Situational Awareness and Lookout *by Trace*

I would like to take this opportunity to re-emphasise the importance of good situational awareness and lookout. A failure to pay attention to either one of these extremely important aspects of flying can, and will, lead to grief.

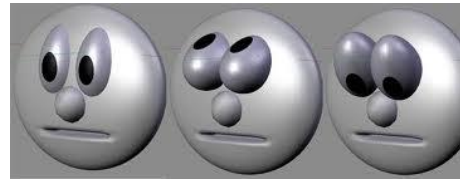
Remember that Situational Awareness is the big picture, through listening and observing you will have an understanding of what is happening around you. Lookout will identify threats and put your observations into perspective.

Recommendations

1. Be conscious of your Lookout responsibility 100% of the time,
2. Set up your cockpit to maximise your time outside the cockpit. Use the Audible vario, and know your equipment, and
3. Use a scan technique appropriate for what you are doing.

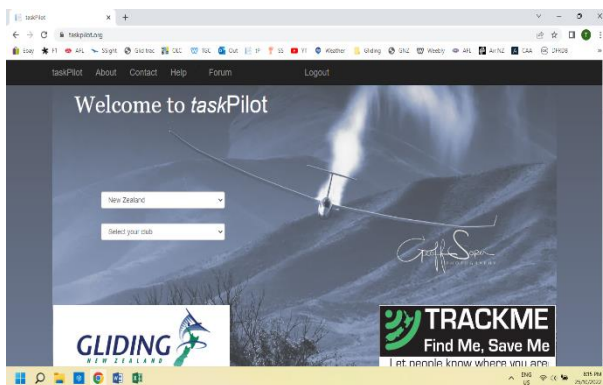
There are three types of scans commonly used. These are:

1. **Cruising Scan** - Forward conical scan 60° left/right. Up and down. Used during Straight Glides
2. **Full Scan** - Complete visible sky scan. Each side, above and below, behind each side round to as far back as possible. Vital for situation awareness.
3. **Targeted Scan**- Used in specific circumstances. Scan concentrates on that part of the sky, or ground, where the hazard is expected.



So please, keep your eyes outside the cockpit and your ears peeled back.

taskPilot



The 2022/23 taskPilot championship commenced on the 29th of October and will concluded on the 2nd of April 2023.

Take the opportunity to use programme to download tasks and upload flights. Who will be 22/23 winner?

Don't forget to upload your flights to the OLC as well.

GCP Canopies

As the weather is warming up there is a good chance that the canopies on the ASK21B will jam and not open. This happened recently although the hanger canopy cover was on. **Do Not** try to force the canopies open. Get a couple of buckets with cool water in them and pour the water over the canopy. This will free the canopy up. During the summer period it is also advisable to use the Silver Covers when the glider is outside the hanger to prevent the occurrence of jamming.



Tiger Moth Fly In

The Tiger Moth Club had a fly in a couple of weeks ago, unfortunately the weather wasn't the greatest for the vintage aircraft but for those that did turn up, a great time was had by all. Thank you to the club members that were able to assist in the Working Bee and BBQ.

The following was received from the Tiger Moth club:

Thank you so much for your hospitality on Monday night, the Tiger Moth Club loves coming to visit Centennial Park. We get treated so well with the incredible food and logistics support, not to mention the entertainment!

Please see attached a couple of photos from Monday night of 'Big Willie' in the stocks and receiving the toilet seat trophy for his efforts.

You have a beautiful airfield which is perfect for our aircraft and we look forward to returning again soon.

Thanks again,
Amanda



Housekeeping

HANGAR LIGHTS - On three occasions in the last month or so, the Tow Plane hangar lights have been burning brightly when the doors have been opened. This is costly to the club and there is no reason for it to happen. Please ensure all the lights are switched off before you close the side door. This is also applicable for lights in the other hangers.

WORKSHOP KITCHEN DOORS – Whenever the roller doors are closed, please ensure that the support strut is placed across the door. These were installed to prevent damage to the door in strong winds. If you have ever tried to get the doors back into position after a storm you will understand completely.

Thank you for your understanding.



Article – Flight Management Decision Making

What follows is based primarily around local flying as opposed to cross country flying, although it is pertinent to both.

On every glider flight the pilot is required to make a series of decisions in relation to flight management. The complexity of these decisions will vary depending on the nature of the flight, the prevailing conditions and the instrumentation available.

Simply, a successfully managed flight is where the glider enters the circuit joining area at an appropriate height and on a downwind heading, without having violated any airspace requirements along the way.

To achieve this outcome a glider pilot must be consciously and continually making operational decisions. These decisions can be divided into two categories – flight performance and flight management:

Flight performance decisions relate to such matters as speed to fly and identifying and using sources of lift.

Flight management decisions are concerned with ensuring that a normal circuit and landing can be conducted at the end of the flight, and that all relevant airspace requirements are observed.

While performance decisions are important in relation to flight duration/distance, flight management decisions are critical in terms of safety.

For example, a pilot makes all the right operational decisions in terms of thermalling techniques and can be achieving the best possible rate of climb for the current conditions, but ends up in an emergency situation through failing to realise that they have drifted away from the field and that the overall situation is worsening and not improving even though height is being gained.

It is essential that the flight management decision making process be ongoing throughout every flight. The importance of the various flight management considerations will vary from flight to flight and will frequently change as the flight progresses. Some of the more important factors that must be taken into account are wind direction and strength, glide angle to the intended circuit joining area, visibility, airspace height restrictions and the objective of the flight.

It is all too easy to become engrossed with prolonging a flight, or going to a particular location and then realise all too late that the glide angle back to the field is awfully shallow. The best way to improve performance in this area is to critically review each flight from an overall management point of view, no matter how routine the flight may have been. To quote from an article on risk management in a copy of Flight Safety:

"Honest and forthright self-examination is one of the most powerful and cost-effective risk-management tools available and should be performed regularly."

This means undertaking a deliberate post flight self-appraisal to establish whether appropriate consideration was given to management aspects and whether correct decisions were made at all stages of the flight. If you are unsure as to what you should have done in a particular situation, then discuss the matter with one of your friendly instructors.

Upcoming Events

- MSC Competition – Matamata 5th-12th November
- TGC Open Day – 13th November
- Northern Regionals – Taupo 19th-26th November

Humour

