

OUTLANDING

The Taupo Gliding Club's Newsletter



February 2019

It has been a busy period since the last newsletter with the competitions and personal achievements. Flying conditions have been good but they will not last forever, so make the most of the conditions. Don't forget, your chance to be the inaugural taskPilot champion is running out fast. The league table is only open until the end of the month.

If anyone has an article or notification to be included into the next newsletter, please have to Trace by 25 March 2019.

Fly well and have fun!

Cheers, Trace

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CFI Report by CFI Bill Kendall



Hi all, firstly let me thank all club personnel that assisted with the National Club Class Championships along with the Matamata Soaring Centre Comps. It was very much appreciated. It is really hard work with only the hard core few and we really need more people to make it flow. It worries me that in 2020 we are hosting the Multi Class Nationals here at Centennial Park and we will need a lot more personal on the ground and when you think about it, it's

only for a few hours a day during launch but then again on those days when there are multiple land outs we desperately need people for retrieves.

Also a BIG!! Thank you to Lois and her team for the great lunches and morning tea's, also to those who supplied the very much enjoyed evening meals GREAT STUFF. I know it's to service the passion of a few of the top or budding cross country glider pilots but that's gliding and the new training push is towards the Cross Country Pilot. What better way to encourage pilots away from the airfield as to join in the competition. Have a go, you are fully supported. During the competition I pushed myself further than I have ever had before and feel a lot more confident about Cross Country Flying and in doing so, managed to achieve my 50km out and return towards my silver C (I had done it many times but never had it signed off). So now all I need is the 1000 metre height gain to finish it off (that to I have done many times but not signed off). It's making these little achievements that make gliding interesting and stops you getting bored with just local flying and ridge flying Mt Tauhara. I encourage you all to work towards your FAI Awards and to make that easier we will run another Official Observer Course in the near future; we need more.

Changes are happening within Gliding and we are moving closer towards the New Training Syllabus. The National Operations Team have made changes in the mnemonics associated with Pre-Boarding Checks (New) and Pre-Take-off Checks. These new checks are now in place and are to be taught. I myself have made the change and it will take some time to get used to but let's all work together and help each other to make it happen. I have include the changes as issued by the Op's Team below:

Pre-Boarding Checks:

- | | |
|------------------|---|
| A = Airworthy | If already flown today this could be a brief walk-around check. Before first flight of the day check maintenance release and DI signed. Seat cushions adequate and not compressible. Parachutes (if used). |
| B = Ballast | Glider loading is within placarded limitations and trim ballast, if required, is secure. |
| C = Controls | Check all controls, including airbrakes and flaps, for correct sense and full deflections. |
| D = Dollies | All dollies and ground handling equipment removed. |
| E = Expectations | What might be encountered in the first part of the flight? Wind speed and direction, likely turbulence or crosswind, where you want to be towed to (aerotow), or where you will fly to after release (winch). |

Pre-Takeoff Checks:

C = Controls	Check flight controls (elevators, ailerons and rudder or equivalents) for full, free and correct movement.
B = Ballast	Ensure pilot weight(s) plus ballast are within placarded limits, and that any required ballast is fitted and secured.
S = Straps	Check harness / harnesses correctly fastened and adjusted.
I = Instruments	Altimeter set at QNH and other instruments and avionics (including, radio, nav systems, GPS and transponder if fitted) set and functioning.
F = Flaps	Check for full travel in both directions and then set for take-off.
T = Trim	Check for full travel in both directions and then set for take-off.
B = Brakes	Check fully open and even, then closed and locked.
E = Eventualities	Briefly review options and responsibilities for action in the event of a non-normal situation immediately after the launch commences.
C = Canopy	Check closed and locked.

Pre-Landing Checks

S = Straps	Check harness / harnesses correctly fastened and adjusted tightly.
U = Undercarriage	Check down and locked.
F = Flaps	Check set for landing.
B = Brakes	Check functioning (by brief full extension) then utilise as required.

Prior to conducting stalling, spinning or aerobatic manoeuvres:

H = Height	Check sufficient to enable recovery above approved height AGL.
A = Airframe	Check brake, flap and undercarriage positions are as required.
S = Security	Check harness secure, no loose articles in cockpit.
E = Engine	Not applicable or set as required (if motor-glider).
L = Locality	Check glider positioned so that manoeuvres will be performed clear of built-up areas, cloud, and controlled airspace if necessary.
L = Lookout	Ensure no other aircraft in immediate area, particularly below (Perform S turn, do not circle, as this could attract other gliders!)

GNZ Club Class Nationals & MSC Comp

The GNZ Club Class National Championship and Matamata Soaring Centre Competition was held at Centennial Park during 27th of January through to the 9th of February. The weather Gods answered the call and provided good conditions throughout and it was a great couple of weeks with plenty of good close contests and lots of good camaraderie.

We were also graced with the presence of multi world gliding champion, Sebastian Kawa. A number of experienced and non-experienced pilots took the opportunity to fly with Sebastian in GTT, Duo Discus. Sebastian's contribution also added to the success of this contest as it was an inspiration to so many of us gliding kiwis to have the world champion here flying with us and giving his time so generously and graciously. He inspired all, especially those of us still struggling to learn the mysteries of the skies and how to use them.



The Club Class was a closely fought battle and came down the last day before the GNZ Club Class Champion was confirmed. Tim Bromhead got pinged for busting airspace which was enough to drop him from 1st to 8th for the day and from 1st to 2nd overall by just FOUR POINTS! So congratulations to Mike Strathern who flew consistently well to take the honours in the Club Class Nationals,

backing up his win in the Central Plateau contest just a couple of months ago.

The final day also featured another "unexpected" category with an anonymous local pilot who finished up in the Kinloch golf course. All good though - no holes in one glider! DOES he own a Discus?

In the MSC class Pat Dreissen had a good flight to win the last day, but it was not quite enough to head off Sebastian Kawa for an overall win. Pat Dreissen ended up with a creditable second after taking into account the removal of each pilot's worst day. Keith Essex came third. Congratulations!



Overall it was a very successful contest with good weather, good racing and good experience gained by many.



Refresher Training

With the "enthusiasm" of a new C Cat. Instructor, Tony Budd felt he should hold a quick refresher course on basic principles of flight for Sebastian Kawa. It must have worked.....Sebastian went on to win the MSC competition.

Thanks Sebastian for joining in the fun!!!



Dropped In

World record holder Terry Delore, with John Ohearn, flew the ASH25 from Springfield up to Taupo for the day. Terry said it was an interesting flight with the ever changing weather conditions. Terry then flew back to Springfield a couple of days later.



Belonging to a Club

Your purpose of joining the Club is, of course, to fly gliders. You will already have noticed that, in the air, gliding is an individual activity but on the ground it is a fairly labour intensive sport.

Gliders and the tow plane have to be removed from the hangers and prepared for flying. Throughout the day we must have wing runners to launch gliders, people to tow gliders back to the launch point and of course, someone to record the time sheet. It's pretty galling for an instructor or tow pilot to return from a flight to find people sitting around a table staring at a time sheet where no one has bothered to enter the last flight. Or the glider sits out on the runway with no one making any attempt to help tow it back to the launch point.

Collaboration and co-operation are important values. It also means that members are expected to do their share of the work. We hope that most members will spend the whole day on the field. If you have a personal reason for leaving early, no one will mind, particularly if there are enough members remaining to do the post-flying chores. It is helpful however, to tell the duty instructor when you arrive that you expect to leave early but as a general rule, the Club expects that members will at least either help to get aircraft out in the morning or put them away in the evening. This does mean a fairly long day but, without this commitment, the Club cannot operate.

We can generally agree that our gliding club is a bit special. Great facilities for members and their families, a beautiful location and in reality the only club in the country offering seven days a week flying throughout the year. So please assist by being a club member.

Passenger Flying

What a great day when you can take family and friends for their first flight in a glider.

Always remember that as PIC you are responsible for their safety and general wellbeing. A thorough briefing is essential. Be sure they know what to expect during the flight, noisy & bumpy take off ground roll, sudden jerk of air brake lever, turbulence etc.

Be sure they are comfortably strapped in, harness secure with no twisted straps. This, and more, has all been covered in your passenger rating so maintain good and safe practice.

Other essentials to be remembered:

Weight of your passenger. Is ballast required or are they indeed within maximum weight limits.

Paperwork, our club Indemnity Form must be completed and signed on both sides before you fly with your passenger. Failure to do this could result in the club facing punitive damages should someone get injured. Our insurance would be null & void if the indemnity form had not been completed.

And as with any flight, obtain permission to fly from the duty instructor or club manager.

It is all too easy to forget these "essentials" when you are keen to get airborne.

New Members

We would like to welcome to the club the following new member:

- Phil Overall

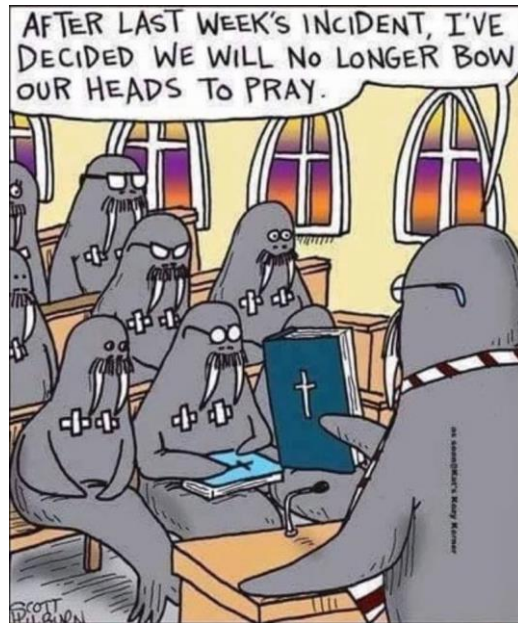


Achievements

Congratulations to:

- Bill Kendall for his 50k Silver 'C' flight

Humour



Some More Pics

