

OUTLANDING

The Taupo Gliding Club's Newsletter



January 2020

Welcome everyone to this first edition of Outlanding for 2020. The soaring season is well underway and we have had some great weather and there have been some awesome flights. With luck, this will continue as we gear up for the GNZ Multiclass Nationals being held here in Taupo. Currently there are 28 contestants for this year's event. If you can assist during the period with ground operations please let Tom know.

A huge thank you goes out to all of you that helped around the club with working bees and individual projects etc. Your input is greatly appreciated and the club is looking great leading into the Nationals.

If anyone has an article or notification to be included into the next newsletter, please have it to Trace by 20 February 2020.

Fly well and have fun!

Cheers, Trace

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Greetings pilots, in this News Letter I would like to remind QGP pilots about the clubs flying rules in regards to cross country distances you can fly if you have not done a Cross Country Course. FOR NON QGP the following rule applies:

6.13 LOCAL FLYING

The definition of local flying is flying within 5NM of the Centennial Park field.

- a) Good LOOKOUT and SITUATIONAL AWARENESS must be conducted at all times during flight.
- b) Pilots must be familiar with the operation of the MBZ around Taupo and surrounding area and use this airspace in accordance with the procedures as laid down by the CAA. They must have also attended an MBZ and Safety briefing with an instructor. Refer to 6.14 MBZ/CFZ procedures.
- c) Transponder and Radio must be on.
- d) Thermalling below a height of 1000 feet AGL is not permitted in club aircraft.
- e) All students must stay within 5NM or within gliding range of Centennial Park until obtaining a QGP and cleared for cross-country flying.

FOR QGP PILOTS it is a requirement that they do a Cross Country Course before going on extended cross country flights and must be approved by the CFI and cleared by the Duty Instructor.

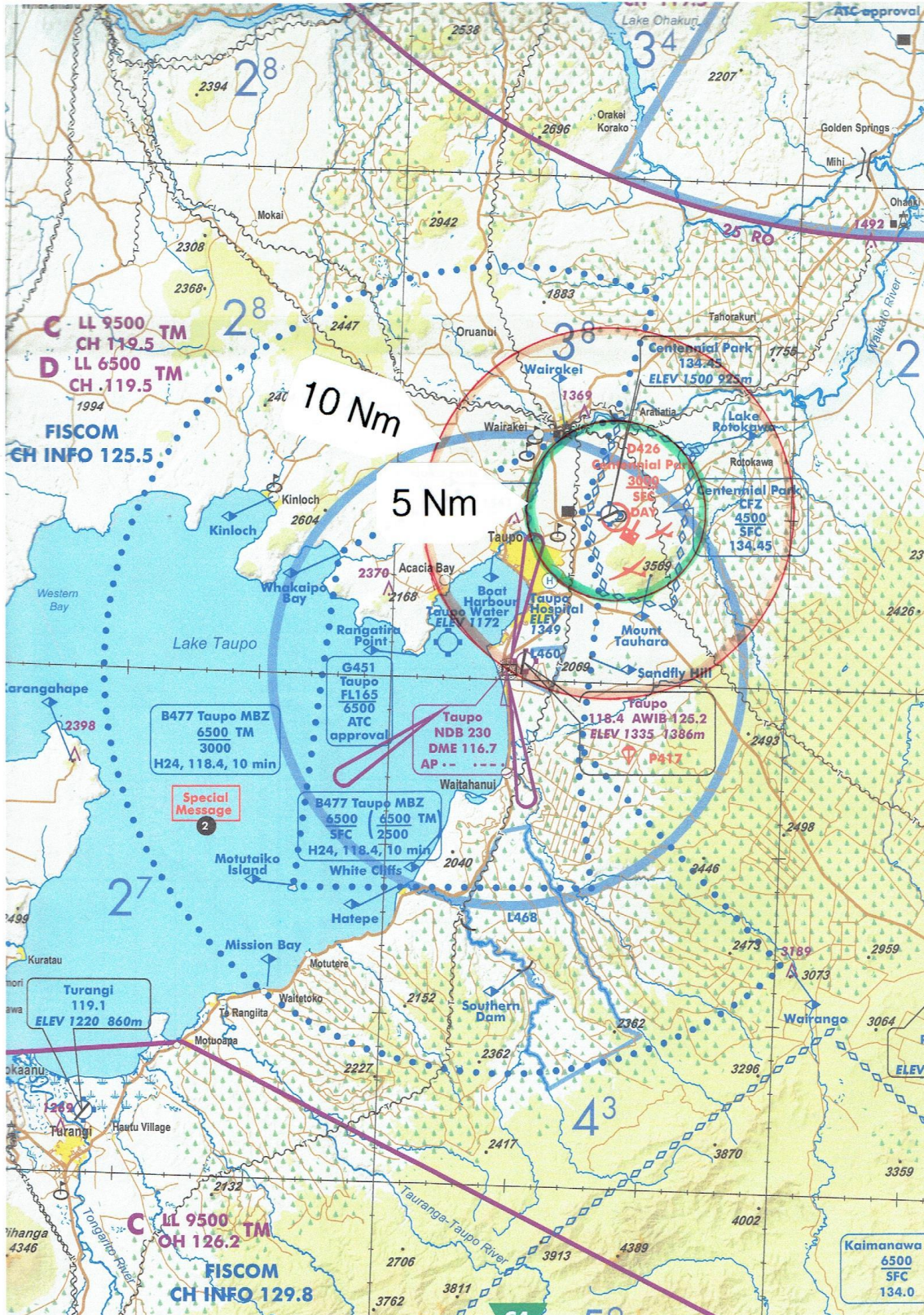
6.18 CROSS COUNTRY and COMPETITION FLYING

- a) Before a suitably qualified pilot may undertake a cross-country flight in a club glider they must first obtain clearance from the duty instructor or C.F.I.
- b) Non QGP pilots will remain under the direct supervision of an instructor.
- c) The Pilot must advise the duty instructor of their proposed task or destination.
- d) A personal emergency locator beacon shall be carried when flying greater than 10NM from the airfield.
- e) Radio reports to the Club must be made at least hourly, advising status of flight. (OPS Normal call)
- f) Pilots undertaking cross country flights are responsible for making arrangements before take-off for recovery of the glider and of bearing the cost thereof. Such recovery is not to interfere unnecessarily with other club activities.
- g) Pilots are to ensure that the trailer is warranted, registered, road worthy and suitable for the retrieve.
- h) No cross-country flight may be undertaken unless the glider contains an approved up to date chart of the area over which it is to be flown.
- i) The glider must also have a registered locator beacon or personal locator beacon on board if flying more than 10NM from the airfield.
- j) Members wanting to fly in competitions with club gliders must apply in writing to the Committee.
- k) Below a height of two thousand feet AGL the glider must not be flown away from good landing country.
- l) Below a height of fifteen hundred feet AGL suitable fields must be kept within easy reach.
- m) Below a height of one thousand feet AGL a suitable field must have been selected and that field must be kept within reach until a landing has been made on it or until sufficient height has been gained to reach a different field.

The MAP below gives you an indication of the boundaries around Centennial Park Airfield.

For the 5NM indicators we suggest that you use geographical features as to be able to judge distances in the early days of flying is a skill learnt as you progress in your flight training, so examples are:

Lake Rotokawa, Aratiatia Dam, Wairakei Village, Huka Fall and around Mt Tauhara



An old rule of thumb for distance estimation was the 45° rule. In other word estimate your height above the ground and look down at a 45° angle fixing that point that will be the same as your height AGL, basic geometry.

Fly Safe Bill Kendall CFI

Back from New Zealand by Gerold

Back from NZ in early June the withdrawal hit me hard. Sweating, palpitations and tremor in the morning, worsening by clouds with nice flat and dark base. Could anyone possibly get that addicted after such short time of gliding?

So, I gave in and joined a gliding club in Sweden, Östra Sörmlands Flygklubb.

(<https://www.osfk.se/>)

Things are different and alike. Glider pilots are very friendly and goodhearted people, probably around the world. Same in Sweden. They are happy for anybody who joins the club, very welcoming. The gliders are the same (ASK 21, Duo Discus and more), if you put the stick and the rudder pedal to the right, the plane turns to the right, forward the plane gets faster and so on. No Mike Echo, well, I suppose you can't get everything. There is a list you are supposed to put your name on the day before (how could I know?) and at 9 am sharp operations start (how should I know?). Gliders are washed and polished at the end of every day. And they got a large bus that serves as a base of operations on the field. The airspace is much more restricted, altitude and in all directions around the airfield. More than the odd Q 300 passing by once or twice daily. Unfortunately, a new job came up, making me work a lot of hours during the last summer, not much gliding. I'm planning for a better work/gliding balance this season. I went to the club's evening school in winter, down in a basement in a classroom. Not the best way to learn in my opinion, I feel the discussions with experienced pilots here in Taupo and self-studies are better.

Preparing for my next journey to NZ by traveling around Europe with part of the family in my wife's Saab 900 cab, backseat, Economy minus I would call it. Good preparation, every Economy seat and every glider feels like business class after that. I've been able to put in a couple of flights in former



East Germany (well, it's still in the east, and they still use the same gliders). Same there, very nice people. German engineering skills stowing the gliders in a rather small hangar. Winch launch in a Botian.

Finally, in Taupo. I feel there is no better place to fly gliders and spend my days. And thanks for the trophies, I really feel honoured that you put my name on them.

Cheers, Gerold



Maintenance *by Trace*

Batteries – We have had some issues with batteries over the last few months and I believe the major contributing factors have been that the batteries have not been fully charged when put into use and then drained below 80% of their operational limit. This draining has caused the batteries to prematurely fail.

We have purchased new batteries and there is a new procedure to be followed for their use. See below:

GLIDER BATTERY ROUTINE

BEFORE USE

1. SELECT BATTERY for USE
2. CHECK CONNECTED BATTERY CHARGER – CHARGERS No. 2 – 5 MUST BE AT STAGE '5' and 100% for CHARGER No.1



3. CHECK BATTERY VOLTAGE and RECORD VOLTAGE LEVEL in THE BATTERY'S LOG



4. IF BATTERY IS OK – USE

AFTER USE

1. CHECK BATTERY VOLTAGE and RECORD VOLTAGE LEVEL in THE BATTERY'S LOG (as above)
2. CONNECT BATTERY TO BATTERY CHARGER

The purpose of recording the levels is to give us an indication of the individual battery's health and to see if the batteries which have been purchased are cost effective.

Checking Battery voltage – GTG

Of all of the club gliders, GTG has the highest current draw, therefore, the need to check the battery level is important. This can be checked quite easily by pressing the radio 'Mode' button four times.

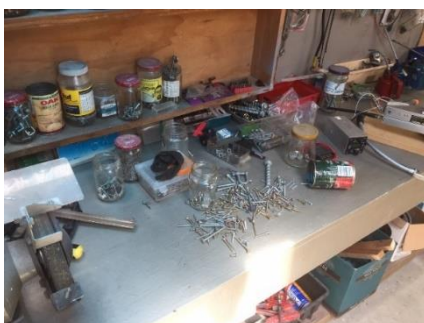


The display will then show battery voltage. Press the Push to Talk button and you will get the true voltage reading. If the battery indicates less than 12V, change it out with a charged battery.



To switch back to the radio frequencies, press the toggle switch on the right.

General - This is a story about four people named; Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realised that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done.



PLEASE - Put the bloody things away after you've used them!

GTG Annual

There was a good turnout of members to assist in the completion of the annual inspection of the ASK 21. It is hard to believe that it is over 12 months since the paint refurbishment. Thank you to all that came out and helped with the polishing.



Manager's Observations *by Tom*

I have notice members who know how to turn switches on but for some reason do not know how they turn switches off. ([See me and I will give you a lesson](#))

One day in Jan 2020 I came to the club only to find all the lights and the projector on in the briefing room, also the wall heater had been on all night.

Can I ask that the last person to leave the club just check in all rooms also the toilets? - This will help to save unnecessary cost to the club.

Tom Anderson

Manager

Black Falcon Air Display

On Sunday the 19th we were in the prime position for the Black Falcon air display. There was a moderate breeze from the SE which was a concern for the organisers as to if the air display was going to happen at all. However, the show went ahead and those at the club enjoyed a wonderful display.



For Sale



2005 Nissan Elgrand

156,000km

\$12,000

Contact: Paul Marriott - 0275 550 868



Upcoming Events

- *taskPilot* competition – 3rd November 2019 to 30th April 2020
- GNZ Multiclass Nationals – 02 -15 February 2020
- Central District Championship – 22-29 February 2020

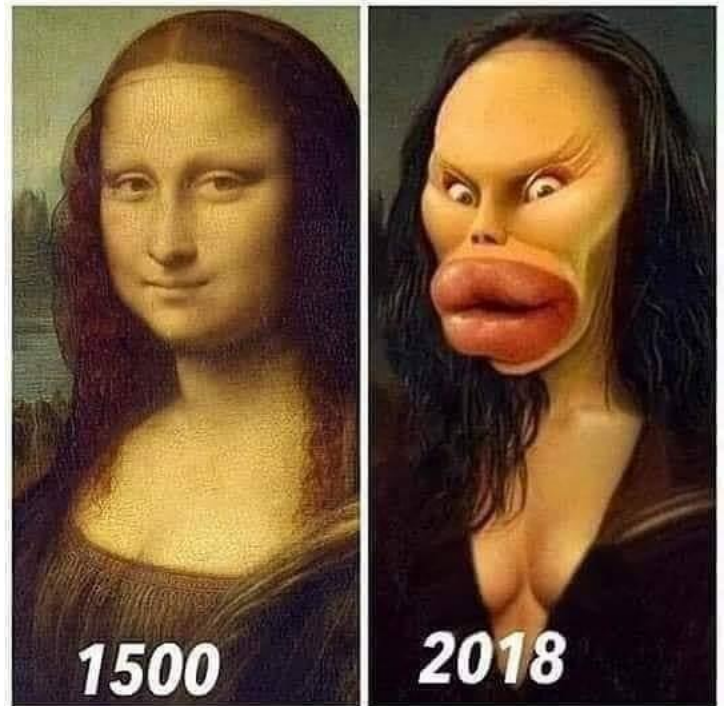
Humour



Waiter: "How do you like your steak, sir?"

Sir: "Like winning an argument with my wife."

Waiter: "Rare it is!"



**THIS POST HAS
BEEN REMOVED
IN CASE IT
CAUSES A FENCE**

