

OUTLANDING

The Taupo Gliding Club's Newsletter



January 2019

Hello everyone and Happy New Year. I trust that you all had an enjoyable festive season and are enjoying the summer weather.

As you can see there is a new look for 2019 and I would like your feedback with suggestions as to what you would like to see in the newsletter. Just email me your thoughts.

We are having a busy time around the club especially with the upcoming contests. If you can help out, be sure to see Tom and let him know that you are available. Every little bit counts.

And, of course with this great weather, you should make the most of the conditions. Don't forget about the flying tasks in taskPilot.

If anyone has an article or notification to be included into the next newsletter, please have to Trace by 20 February 2019.

Fly well and have fun!

Cheers, Trace

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Here we are into the New-year 2019 and off to a very good start with a good supply of students all lining up to fly. There has seen some very active days and only a handful of Instructors and Tow Pilot to carry the load. One day we did 22 flights and that's something we have not seen for some time.

Which means that duty personal are in the cockpit for some time without a break, especially in this heat where liquid intake is so important. The concern that has been expressed at Committee and Instructor Meeting level is that of the AGED Pilot and during busy days not to overdo it. I know it is important to keep the flying going where you have students lined up and Trial Flights waiting or scheduled, but you do need to take a pit stop, see if someone else can step in for half an hour. The other point is when there is a lot of flying we start too late in the day but in saying that that's when good flying starts to trigger off. Tom has expressed concern that Duty Crews if rostered should be at the club by 10 – 10.30 getting the aircraft ready to fly. In the real world unfortunately we are all volunteers and have commitments outside the club and we do attempt to get there as soon as possible. It does help when we are notified of flights booked in advanced but again it puts extra workload on Tom in that he has to ring up on a daily basis. All I can do is appeal to all Tow Pilots and Instructors that when on duty please attempt to be out at the club well before lunch ready to go and maybe arrange for another Instructor to help if busy, so you can take a break.

Congratulation to Mustafa Burak Durlu from Turkey for going SOLO, a great effort on his part. Soloing at 37 flights and approx. 7 ½ Hours, a very good result. When he stepped out of the glider you couldn't get the smile off his face for the rest of the day. He has not only proved himself in the air but on the ground as well proving to be an excellent member. Many thanks for all your help around the club and in keeping the aircraft clean and ready to fly. It was a privilege to be the one to send you solo. Next stop PW5 weather permitting. Although time is running out he goes home Tuesday. **"Bon Voyage mon ami"** .



The Instructors have introduced a NEW Acronym for all flying members to remember and it's as simple as A B C D. This has been implemented to help eliminate some of the failings of pilots to check their aircraft before flight and as I understand it it's being considered as a change within the Gliding NZ training syllabus. I will leave it to Trace to explain as this is something the Australians have been doing for years. Please help to make the change, say it out loud so others can see that you are doing it and all will catch on, if you see someone not doing it gently remind them. It will soon become habit.

Welcome to the Vintage Kiwi boys and girls, welcome to Centennial Park. So come out members and say "Hi" and make them feel welcome. The best turnout yet with 14 vintage members.

We that's enough from me over to you Trace.

Fly Safe and remember **KEEP A GOOD LOOK OUT**



Pre Take-Off Check - ABCD

As Bill said - at the last Instructor & tow pilot meeting we discussed the introduction of an addition Pre Take-Off check = ABCD.



This check is a quick walk around of the glider before every take off. It is carried out to ensure that no damage has occurred when the glider was taken to the launch point or in the previous landing. It's also to make sure that items like the tail dolly are not still attached to the fuselage and that the DI Book has been signed.

So what is it?

A – AIRFRAME (walk around and check for damage &/or defects)

B – BALLAST (check glider loading is within placard limitations and secure – add or remove as required)

C – CONTROLS (check controls – Ailerons, Elevator, Rudder, Airbrakes and Flaps for correct movement & full deflections)

D – DOLLY & DI Book (check tail dolly and ground handling equipment removed. DI Book is correct for aircraft & signed)

The ABCD is not a detailed inspection, as the detailed inspection would & should have been completed during the DI. This walk around is to check for example, that the tyres are inflated, control surfaces are not damaged and that there is nothing that will be detrimental to the next flight. There is nothing worse than strapping yourself in and then starting your checks to find out that you have too much or too little ballast. It is to also ensure that the glider is legal to fly for the day with the DI book being signed.

It is a simple check and should only take a couple of minutes to carry out. The DI Book only needs to be checked by each pilot once for the day at the beginning of your first flight, this also means that if you are flying the glider for the first time and it is the last flight of the day you must still check the book is correct and signed.

As stated, it doesn't take long so please remember your ABCD.

Hangar Rash

Once again the tow plane has suffered “Hangar Rash” when being removed from the hanger. TPO is the club's main flying asset, basically without TPO we don't fly.



Hangar Rash is caused by - being too impatient & rushing, not having enough people to assist and not correctly setting up the hangar doors before removing the aircraft.

To prevent “Hangar Rash” from happening we have a procedure which needs to be followed.

Under *NO* circumstance is the tow plane to be removed without three people as a minimum. Of these three people one *MUST* be a Club Tow Pilot or a Club Instructor.

TPO



For the tow pilots – At the last meeting the Tow Master raised concerns regarding DI's and the recording of minor defects. To overcome this concern there is now a Yellow DI book in the tow plane which is to be filled in and signed, as you would a glider, when completing the DI and to record any defects.

GTG

The ASK21 is back online and looking good after spending time with Ken and his team at the paint shop.



It was decided to start doing the 3000 hour check at the same time which is nearly complete. Basically all that is left to do is to renew the rudder control cables which will be organised at a later date. Once completed, GTG will be good to go for another 3000 hours.

Since the refurbishment GTG was reweighed and hence, the cockpit loading has changed. Please ensure you read the new placarding and note the new weight limits.

All up, cockpit seat weight dropped from 220kg to 207kg with the minimum front seat loading being 75kg. The front seat loading has increased 5kg. So for you lighter pilots flying solo you must ensure your ballast weight is correct.

taskPilot

The 2018-19 league has commenced so don't forget to update your *taskPilot* class in your profile. The classes are;

- Pre QGP - Tauhara Class,
- QGP but not holding a Silver C badge – Tarawera Class, and
- Silver C and higher – Tongariro Class.

Then all you have to do is to download a suitable task for the day, fly that task and then upload the flight into the *taskPilot* for your score to appear. Enjoy!

Lookout

As we are now into the middle of the soaring season and we also have the competitions with a large number of gliders around Centennial Park, I thought that it would be a good time to refresh Lookout Procedures

Recommended Procedures

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

New Members

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

- Bohdi Vette
- Mustafa Burak Durlu
- Philip Overall
- Henry Hope- Cross

Achievements

Congratulations to:

- Mustafa Burak Durlu for going solo and gaining your "A" Certificate



Upcoming Events

- Vintage Kiwi happening now
- GNZ National Club Class and MSC Contest
- Central Districts Competition – Masterton
- Northern Regionals – Matamata

Vintage Kiwi

As most of you will know, Vintage kiwi has once again graced our club with their presence and they are enjoying the venue and the weather. It was reported to the author that a person living nearby with a view saw that there were six gliders flying around Mount Tauhara which was a beautiful sight.

Not in this picture, as he was taking the picture, was a man who has been very busy keeping things organised.....many thanks to Tom Anderson 😊



Early birds at the beginning of the week



Humour



Teacher: "If I gave you two cats and another two cats and another two, how many would you have?"

Johnny: "Seven."

Teacher: "No, listen carefully... If I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven."

Teacher: "Let me put it to you differently. If I gave you two apples, and another two apples and another two, how many would you have?"

Johnny: "Six."

Teacher: "Good. Now if I gave you two cats, and another two cats and another two, how many would you have?"

Johnny: "Seven!"

Teacher: "Johnny, where in the heck do you get seven from?!"

Johnny: "Because I've already got a freaking cat!"

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What is red and smells like blue paint?

Red paint.

