

# OUTLANDING

The Taupo Gliding Club's Newsletter



## **July-August 2019**

*Hello everyone, welcome to this edition of Outlanding. As we can see, winter is here and flying activity has been somewhat hindered. However, there has been plenty of maintenance activity and improvements around the club. A HUGE than you to those members that participated in those tasks.*

*It won't be long now and we will be into spring and the next soaring season, so start planning goals for your flying and getting prepared.*

*The next edition will come out at the end of September, so if anyone has an article or notification to be included into the next newsletter, please have to Trace by 20 September 2019.*

*Fly well and have fun!*

*Cheers, Trace*

## Inside this Issue....

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## CFI Report by CFI Bill Kendall



Well team not a lot happening over the last few weeks with the cold snap members are staying at home or taking the winter period to go to warmer climates and as for me I will be off to Europe on the 19<sup>th</sup> August for seven weeks. A temp CFI will be in place and this will be discussed at the next Committee Meeting.

We have just received the latest “What the Ops Team is Talking About” and I have asked Tom to send it out to all Flying Members. I intend to follow up on some of the points presented like adding our Medicals and BFRs to the National Register so will be talking to Tim Bromhead about that (through the committee).

Have a good read of point two in regards to “Definition of an Incident” and what constitutes an Accident. Read this in conjunction with the Advisory Circular AC 2-08. Also a reminder that it is important that we continue to use and support the use of the Ops 10 to report all incidences. Remember there is a no blame policy. Let’s fix problems that may cause serious accidents.

GTG is out of action at the moment having just completed it 3000 hour check and rudder cable replacement, many thanks to Mike & Trace for the work done. Unfortunately when the elevator was sent to have some paint removed to get the weight within spec it appears that too much heat has caused the skin to delaminate in a small area. Now the elevator has had to go down to Nelson to Mike for repair, so I’m not sure when she will be back in the air. GME awaits and is very keen to fill in.

On the 7<sup>th</sup> of August I attended a Taupo Airport Operational and Safety Meeting and at the meeting there was a representative from Air Nelson. They are proposing a change to Predictive Tracking into Taupo Airport. This change will have a big impact on all operators. I have added a map showing the RNAV approach in Red and the new proposed Predictive Track in Blue, in effect they will be doing Visual Approaches into Taupo when the weather permits but if they are IMC they will of course revert to using the RNAV Approach and in that case I doubt very much if we will be flying ourselves. This will go a long way to eliminate any further occurrences especially with the Central Plateau and Multiclass Nationals looming up in Taupo. Fly Safe and REMEMBER!!!!

**SITUATIONAL AWARENESS**  
**GOOD AIRMANSHIP**  
**GOOD LOOK OUT**  
**GO HAND IN HAND**



# Air Nelson Predictive Tracking IFR and Visual



IFR Tracking - - - - -

Visual Approach Tracking - - - - -

## Hobby Expo

Once again the club displayed a club glider, the ASW28, at the Hobby Expo held at AC Baths over the weekend of 13<sup>th</sup> -14<sup>th</sup> July. The weekend was well attended and we had a few interested people wanting further information about the club and our marvellous sport. Our trusty Club Manager has forward information to them. Hopefully we might see a few new members.

We raffled off two trial flights and look forward to seeing the winning recipients come out and take flight.

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



## Wing Loading *by Trace*

At the end of a flying day, whilst having a cold refreshment, you may have heard pilots talking about wing loading and how it affected their flight during the day. So, what is wing loading?

Fundamentally, wing loading is the weight of the glider divided by the wing area. For us metric type people, wing loading is measured in kilograms per square metre. For an example, my little Discus with me in it (including chute and accessories) weighs 348kg, the wing area is 10.58m<sup>2</sup>, therefore the wing loading is 32.89kg/m<sup>2</sup>. Basically this means the glider needs 32.89kg/m<sup>2</sup> of upward force on the wings to make it fly.

How do you increase wing loading? Most gliders increase wing loading by adding water ballast to the wings, so if my glider has 120 litres of water added to the wings (60lt/side) the weight has increased by 120kg. The new weight is now 468kg, divide this by 10.58m<sup>2</sup> and you get 44.23kg/m<sup>2</sup>. With the increase in wing loading you need to increase lift.

How do we increase lift? In a nutshell, fly faster. By increasing the wing loading we improve the lift to drag ratio (L/D) at faster speeds which improves our cross country flying speed. The downside of having the higher wing loading is the glider is now heavier and will climb slower, stall at higher speed and will be less manoeuvrable. So, it depends on the soaring conditions of the day if you should increase your wing loading or not.

To sum it up, flying in light conditions you are better off to have a low wing loading and in strong conditions a higher wing loading.

If you want any more information just ask one of our friendly instructors.

## Roadside Landings *by David Smith*



I don't know about the tow coupling on other club member trailers but mine has a mechanical brake and is quite solid. It can perhaps be best described as "functionally agricultural" and is shown on the picture below.

Mind you, it's really a harbinger for what follows it.

The heavy steel chassis "A" frame links to an impressively hefty full width torsion bar with a couple of big shock absorbers. This mass of ironmongery is then held up on 15 inch wheels

fitted with truck tyres.

The casual observer can be forgiven in thinking the whole thing was put together by the same firm that built Stone Henge.

Having a glider trailer that can comfortably accommodate a challenger tank, my mind-set when it comes to using it is pretty much limited to checking the warrant of fitness and lights, toss in the spare wheel, then off I go.

Well, it was with this mind-set that I recently set off from Centennial Park early one morning to pick up a trailer and glider from Matamata for a 700km retrieve to the South Island.

The lads in Matamata hitched the trailer on for me, helped pull the glider from the hanger, de-rig it and secure it in the trailer. A quick check of the lights and I was on the road again to Centennial park. The first few kilometres were driven with some trepidation as the trailer was new to me and the best towing speed had to be established.

Next morning while checking the trailer and glider security I noticed an oily smudge around one of the bearing caps but left it and went back to the clubhouse for tea and gossip. The bearing hub left a niggling uneasiness that eventually motivated me to grab some tools and prise off the bearing caps. Oh dear oh dear. The front two wheels had no effective grease in them at all. The trip the day before had melted the last remnants into the caps.

The two rear wheel hubs proved to be not much better.

Nothing that a quick trip to the hardware emporium on the Napier road for a \$12 cartridge of good bearing grease and a pile of cleaning rags couldn't fix.

Luckily for me the day was sunny and dry. Two hours of pulling off wheels and hubs, cleaning and repacking bearings left me with all four wheels in good shape for the long trip home.

So, rest assured of that, it was back to the clubhouse for something stronger than tea and lots more gossip.

My next surprise came while driving down the long steep hill just south of Taupo next day. I momentarily touched the brake and was given a firm bunt from behind. When I eventually did pull over at the bottom of the hill I discovered that it was not that the trailer brake was not working, but rather that the heavy trailer had no road brake at all!

An intense defensive driving mode was now called for if I was to get home intact and on time.

The second surprise came in Levin. I needed to refuel for the remainder of the trip in the night after the ferry crossing.

The new fuel stations make it pretty well impossible to refuel a vehicle while towing a glider trailer. Especially a long one like I was towing. So I pulled up and went to disconnect the trailer coupling. On lifting the coupling release the whole thing just came away in my hand. It's shown on the picture below.



For I do not know how many kilometres, the trailer coupling had been floating freely on the tow ball! Fortunately a replacement bolt was obtained from the petrol station workshop to secure the lever for the remainder of the trip.

It was at about this point when I realised that the coupling mechanism fitted to the trailer was the same type I have on all the bits and bobs I tow about with my quad farm bike.

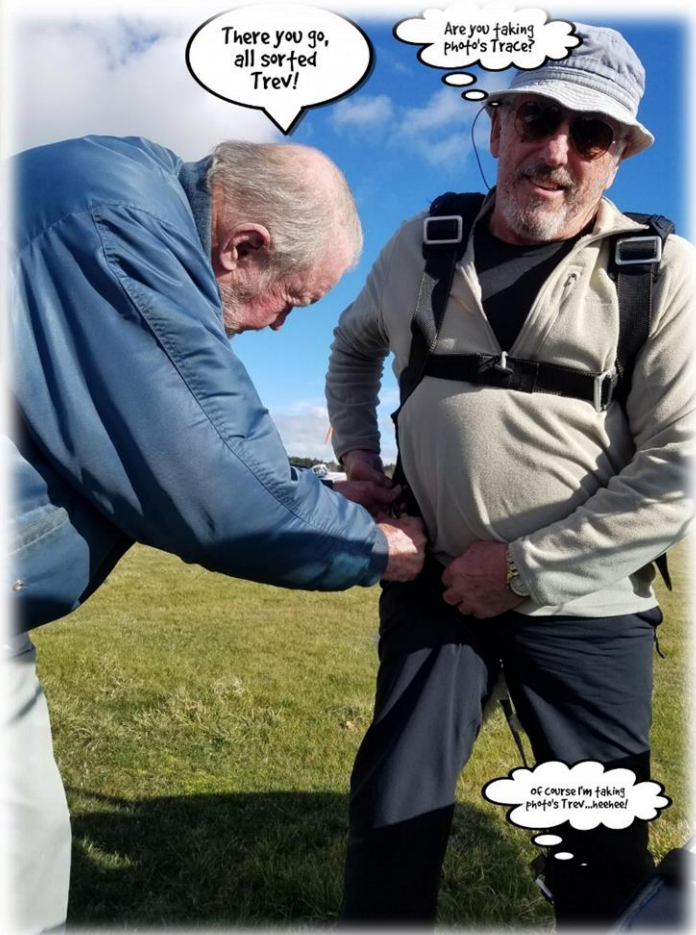
So, there I was towing an impressive road trailer with thousands of dollars worth of glider on it behind a \$20 farm bike coupling that was neither intended nor certified for road use!

On this retrieve I was really lucky. At any point on the trip I could have landed on a roadside somewhere with mechanical breakdowns requiring a tad more than changing a tyre to get moving again.

And as for towing other people's trailers in the coming season, well, I now have a few questions to ask first.

### On an Airfield near you...





***After all the excitement!.....Trev and Trace in GTT and Hugh in GSW had a nice local flight.***



## Pigs Might Fly *by Hugh*

I swear I'd only had one glass of wine after the meeting that night,  
But leaving the gliding club, locking the gate, I got one hell of a fright!  
Before I could get back into the car, what should go hurtling by,  
But a big black pig – Captain Cooker I think – with a steely look in his eye.  
On a mission he was as he tore down the road, 'is trotters were only a blur  
(I say "his" but at that speed I sure couldn't tell if the pig was "him" or a "her"!)  
He shot past the gate then veered off the road towards the gliding club fence,  
His pace never slackened, 'is aim never moved, his look was so fierce and intense.  
He shot through the wire like his arse was on fire – he speed was increasing each stride –  
Heading straight for the hangars. I thought "Here's where the bang is – he's going to finish inside"!  
But he swerves just a trace without slacking his pace and continues is headlong charge  
Disappearing from view in the gathering gloom scarce believing he's really at large.  
The last thing I saw, still watching in awe, was this shape on runway 22,  
Still gathering speed, letting nothing impede his attempt to fly into the blue.  
I never saw him again, but I do give 10 out of 10 for his said fast unfaltering try  
To employ the strip to silence that quip about "Yeah – pigs might fly!"

## Upcoming Events

- Central Plateau Soaring Competition – 3<sup>rd</sup> to 10<sup>th</sup> November.

## Humour

