

OUTLANDING

The Taupo Gliding Club's Newsletter

October 2018

Welcome everyone to another edition of Outlanding. The soaring season has begun with the official calendar starting here in Taupo on the 3rd of November with the Central Plateau Soaring Competition. As such, we hope to see you here at the club to enjoy the 2018/19 season.

The next edition will come out at the end of November, so if you have anything you would like included please have it to Trace by the 27th.

Cheers, Trace

What's inside?

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Well here we go again members, the Central Plateau Competition starts this Saturday 3rd Nov. We have a very good representation from the club members flying in the CPC this year, nearly half (6) of those flying are in fact Taupo Gliding Club members, so it will be great for our Cross Country Pilots, this intern will have a flow on effect for our junior pilots coming through and encourage them to train towards cross country flying. If you could find some time to come out and assist, that would be very much appreciated. We need the help with the launch and for possible retrieves plus our ladies would appreciate help in the kitchen.

Last weekend five of our instructors and instructors in training attended an Instructor Training Weekend in Matamata which was attended by 22 instructors and instructor trainers from mainly the upper north island, very well attended. It was fantastic to be amongst likeminded pilots from other clubs with the future of the gliding movement at the forefront of what we are trying to achieve in pilot training. Circuit training, stalls and spinning played a big part in the weekend. Nick Simmons and Hugh de Lautour are the new instructors going through the system and will need to finish off their training with Tom. Martin Jones was working to an upgrade from his C cat rating to that of a B cat. John Chittenden went as a C cat refresher. I was there to observe and am being progressed as an instructor trainer ugh!! But seriously it will be of great benefit to our instructor pool and the club's future looking forward.

We will be getting some great flying days from now on, but my concern is we are not getting our members along on Club days. I guess it is up to you to make the club work so do your chores in the morning and fly in the afternoon.



SAFE FLYING and remember SAFETY FIRST and keep a good LOOKOUT

HOW TO FILL IN THE TIME SHEET

- Put in Day and date in Correct Spaces.
- Tow pilot and Instructor in correct spaces.
- PIC and passenger or student names in correct spaces.
- Please record full surname for every flight not **DITTO**
- Record TPO Take off time and landing also glider height release.
- Record tow cost height plus \$10. e.g. 4000ft plus \$10 = \$50.
- Record glider landing time also minutes.
- Record cost of glider, add tow cost then full total cost.
- **Failure to do this will put you in the stocks for one HOUR?**

By order of the Manager



Thank You

To those club members that helped out in the beautification process of the club facilities leading up to the Central Plateau Soaring Competition. Your enthusiasm, dedication and achievements are very much appreciated.

For those that have not been around the club of late you will notice the sprucing up of the glidetels, kitchens, caravan and amenities, all of which look fantastic.



Flight Management Decision Making *by Trace*

The following article is based mainly around local soaring as opposed to cross country, although it is applicable to both.

On every glider flight the pilot will be 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.

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

To achieve this outcome you 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 you make 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 you end 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 our instructors.

The Bottom-Line. The outcome of successful flight management is to fly a normal circuit and thus reduce pilot workload for the approach and landing. Poor flight management can at best be the requirement to fly a modified circuit or landout and at worst can be fatal! And remember two things in gliding that will kill you; Failing to LOOKOUT and failing to MAINTAIN SAFE SPEED NEAR GROUND!

ZK-GTG

The ASK 21 has finally made it into the paint shop for some TLC. Ken Hunter and his team at Ross White Panel Beaters, under the supervision of Mike Strathern, have begun the tedious job of removing the gel coat on the wings and fuselage. All going to plan GTG will be back online in two weeks' time looking better than new.

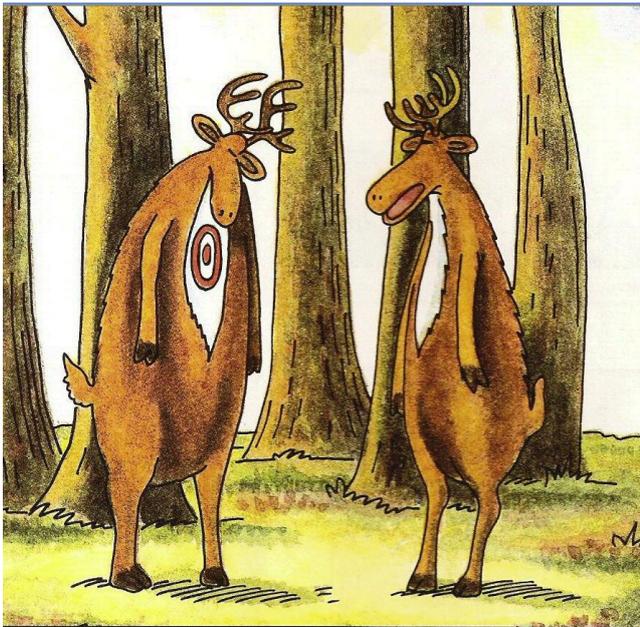


Upcoming Events

Just a quick reminder about the following events.

- Central Plateau Soaring Competition and *taskPilot* League start on the 03rd of November
- Trev's BIRTHDAY Party BBQ – Thursday the 8th of November at the Club. Come one come all.

Humour



"Bummer of a birthmark, Hal!"

