

OUTLANDING

The Taupo Gliding Club's Newsletter



September 2019

Welcome to spring everyone! Although it was a mild winter, our flying suffered because of the weather and not a lot in general was happening around the club. With spring here and the full soaring season just around the corner, it is now time to prepare for summer. Some of you might be a bit rusty and will require a check flight, so see one of your friendly instructors. Don't forget, there are many worthwhile reading notes that can be found on the club website and previous editions of "Outlanding".

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

Fly well and have fun!

Cheers, Trace

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Notice to ALL Club Members, including Associate and Social members, plus families.

Central Plateau Gliding Champs, Nov. 3rd-10th 2019. (Practice day 2nd, last competition day 9th)
Your Club needs you!

This is always one of our busiest times of the year, and a time when the Club is on show to the wider gliding community of New Zealand. For the last couple of years we have been struggling to get the number of club members we need to run it efficiently, and last year we did come in for some criticism as to our organisation, particularly of the launch.

With our average membership age creeping up and several members competing and therefore unable to be part of the ground crew, we were putting extra pressure on the few club member volunteers who were there, and while (thanks to them) we did manage to get through, we came close to not managing, and the pressure showed.

We need rope runners (usually between 1230 and 1430hr) and retrieve helpers (usually between 1530 and 1800hr). We also could do with more help in the kitchen, making morning tea and lunches in the morning and helping to serve and clean up in the afternoon. We will also need someone to clean and maintain the toilet block, but last year we paid someone to come in for a couple of hours a day so we can possibly do that again, but we don't want to have to pay people to come and do all the other bits that could and should be done by our own members. The work is not too difficult or time-consuming, but it makes all the difference to have an efficient team in place to front up and get the job done quickly and expertly when needed.

We are therefore appealing to you NOW, that if you can possibly help out for those dates you put it in your diary NOW, let us know NOW which of the above dates and times you will be able to help us with, and then come and enjoy the fun of the competition while doing your bit for the Club.

Please consider making yourself available. To quote Mary Poppins, "In every job that's to be done, there is an element of fun!" So come and join the fun and help us show everyone what a great club the Taupo Gliding Club really is.

Who knows - you might even enjoy yourself so much you will want to come back and help again when we host the Nationals in February!! We certainly hope so.

With thanks,
From your Committee.

NOTE FROM FRANCE *by Tony Budd*

A strange gliding season to be sure. Many days touching 43 degrees making it impossible to sit in a cockpit. Days of blue thermals offering no respite from the sun under a cooling Cu. Then we have



the days with “cloud streets” that could take any glider to Germany and back. Probably the best Club performance this summer has been a flight by three club gliders from Chauvigny to Auxerre (south of Paris) and back to Chauvigny...distance of about 550 km in a swift time of under six hours. Was I part of it? No. We had the fun of entertaining visitors with one eye constantly and enviously looking at those thermals. However, plenty of three hour plus duration flights.....so nothing to complain about.

It's been fun having Derek Shipley visiting the club and flying with him in the Alliance 34 club trainer. You may remember that Derek bought the Jantar from us. He is certainly impressed by the club and the vast stretches of open countryside with fields that could hide a major airport.....let alone offer a safe out landing. He has now dashed off to sort out a U.K. Gliding licence and medical then return in September to get some solo time with us. My guess is that he will become a regular summer visitor while his wife enjoys her tennis tournaments around France.

We also enjoyed visits from gliding clubs based in Belgium and Switzerland. The airspace is becoming so restricted in their home countries.....the freedom of French airspace really appeals to them. Launching 20 plus gliders each morning stretches the capability of our tow plane to be sure.

Just been through my own Class 2 medical and BFR (power) so that should keep the CAA happy (if that's possible). We also have the new SPL licence system in place, bringing in quite a few changes. After you gain your SPL a further 10 hours or 30 launches as PIC will be needed before flying with a passenger. An instructor rating on your SPL will now enable you to be paid for instructing and BFR flights.

I am presently in Sisteron to experience mountain flying in the French Alps. Sisteron is Europe's answer to Omarama....the French National Gliding Centre is based there. Given the right conditions a Gold Height should be achievable. And the wrong conditions....well the mountain air will be good for us. So the big day is here for the first launch. Parted with copious amounts of Euros.....briefing done....Duo Discus ready...now waiting for the thermals to get going. Still very hot....expecting 30c today..not bad for these altitudes. Plan is to have first flight with CFI Patrick. He's flown quite a bit with Auckland club and visited us at Taupo but didn't fly. I think I remember him. He hopes to return to fly with us.



Looking forward to getting back to Taupo and some instructing. A special thank you to Tom & Bill (&Trace) for making the B Cat. Rating happen. I felt a bit guilty chasing up David Moody....then discovering the new paperwork was sitting in our post box in Acacia Bay.



I have not bothered to pursue an instruction rating in France. The bureaucracy is scary and a fairly high grade of French language is necessary. My “fronglaise” is unlikely to impress them.

Taumarunui Weekend

Looking for a change of scenery? Well, we are taking our flying operation on the road and moving to the Taumarunui aerodrome for a three to four day weekend between the 13th and 16th of December. Not only will Taupo club be there but some members from the Taranaki club are joining us and possibly members from other clubs as well.

The terrain is vastly different from ours at home and it will be a great opportunity for club members to experience flying from another sight and having a great social time.

More information to follow.



Minor faults *by David Smith*

I don't know if you have noticed it but there is a little pantomime that plays out at the club on weekend flying days. Sometime after mid-morning a red truck drives past the club house and stops. The instructor gets out and his body language tends to suggest “Hmmm...” or a loose translation of that sentiment.

The instructor then turns and walks to the clubhouse for a short “heads up” with the manager, collects the glider DI books and shoos aspiring pilots from the deck muttering all the while about why the gliders have not been got out, cleaned and prepared for the day.

Gliders out, the once around the gliders sequence of checks on control surfaces etc is dealt with relatively quickly. But what follows this is rather interesting. The instructor carries on with the checks for the “little stuff”; screws on DV panel rails, canopy locks and sloppy hinge connections, oil leaks near the brakes, bulges in the fuselage just behind the wings or in front of the tail, tail skid still secure and so on. A really slow close scrutiny of all the under wing surfaces completes the exercise. The whole routine is carried out with complete and meticulous precision.

The value of these checks for what amounts to identifying minor faults was brought home to me recently when preparing a permanently rigged glider for its annual.

No major or minor faults were registered in the machine's DI book and indeed a once round check sequence gave the impression all was well. A check of the under wing surfaces did however turn up a minor 50mm long fine crack towards the rear edge on the underside of the tail plane about 35cm out from the tail fin. Nothing dramatic I thought, the glass looks intact etc. Was it not for the fact that the paintwork on the glider is recognised to be indestructible I would have left it at that and moved on but clearly something wasn't quite right.

The tail plane was de-rigged and the crack re-examined. It was still 50mm long and other than that unremarkable. A quick swipe of the suspect area with some graphite powder on a cloth changed that in an instant. The crack turned out to be 80mm long but a concatenation of 20 to 30mm diagonal cracks tracked across the full width of the wing up to the leading edge.



Several bits inside the wing were also loose and rattling about. Closer inspection showed that the wing skin along the row of cracks had been crushed internally and the structural integrity across the full width of the tail plane was compromised.

It appears that the outer part of the tail plane has buckled downwards then flexed back up into position during previous flights. A structural bulkhead also seems to have become separated in the process.

It is a sobering thought to realise that had the tail plane folded in flight it would have jammed the elevator in a full down position!

So, from a minor crack to grounding the glider in one swipe of a cloth with a smidgen of graphite powder. I think the instructor knew something!

Upcoming Events

- Central Plateau Soaring Competition – 3rd to 10th November
- Weekend away at Taumarunui Aerodrome – 13th to 16th December
- Christmas Party – 21st December

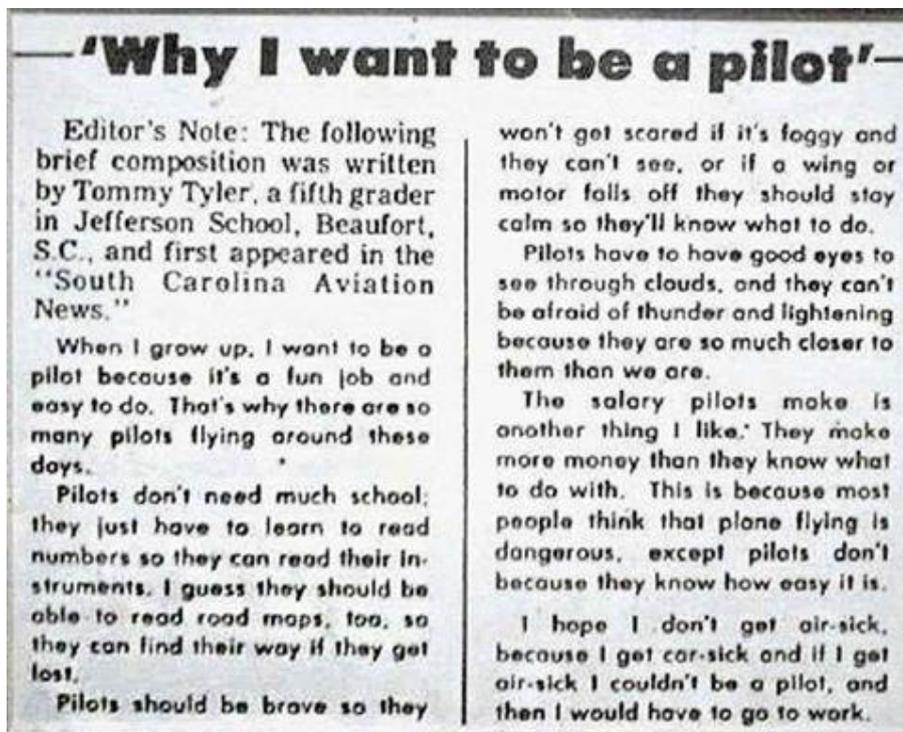
Achievements

Congratulations to:

- Phil Overall for going SOLO and achieving his "A" Certificate – Well Done!



Humour



I recently bought a toilet brush.....

long story short, I'm going back to toilet paper