

OUTLANDING

The Taupo Gliding Club's Newsletter



December 2019

Welcome everyone to the final edition of Outlanding for 2019. I trust that you have enjoyed the festive season and that you are enjoying the summer weather.

It is getting closer to the New Zealand Multiclass Nationals which will be held in Taupo during the first two weeks of February. There will be lots to do, so 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 before winter is upon us again.

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

Fly well and have fun!

HAPPY NEW YEAR!!!!

Cheers, Trace

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CFI Report by CFI Bill Kendall



Hi Members the first thing I would like to mention is the ROSTER. It has given Tom some heartache over the last few weeks. One of the problems has been the Xmas Camp and the expectations that personnel will be available each day. I put out a roster to cover normal operations and public holidays with the club's tow pilots and instructors, but what has happened is that it does not always suit everyone and it makes it difficult to manage if you do not know whether people are available or not, so the roster goes out regardless. It is then up to all concerned to look at the roster and if they cannot do the duty try and arrange for a replacement, if that cannot be achieved then inform Tom who will look at other avenues.

Recently the club has failed to operate due to the inconvenience of an instructor or tow pilot who were not available, so the ring around begins. I know it's the festive season and family along with other commitments take priority, and yes some days people will not be available and I for one do not want to be out at the club every day. When I am not on the roster want to do other flying for myself. This is a sign of things to come as we just do not have enough Tow pilots and Instructors available for a 7 day operation, especially over holiday periods. There are one or two in the pipeline but it's a matter of getting them trained and the NZGA system does not help. We only have one instructor trainer and he is out of the air at the moment. Two senior power pilots applied to become Tow Pilot trainers and they were effectively blocked by Gliding NZ. The time is coming where we will only operate Wed, Sat, and Sun unless we get a boost in Instructors and Tow Pilots.

Now for a cheerier note. Congratulations to Henry for achieving his 'B' certificate and his PW 5 rating. He is now charging ahead with his QGP syllabus and clocking up solo flight time. Well done.



Good work Trace for putting in the time during his training. Like the Kangaroo on your shirt.

Recently we have had a hiccup with the DI books. Please make sure that you have the right DI book for the right Glider and please get into the ABCDE habit and I am no exception as this could have picked up the problem. Also please check the Aircraft Operations Board to ensure that they are fit to fly "RED DOT NO FLY" and that the supplementary is in date and the Annual is current.

Make the most of the good weather and come out and fly.

Bill Kendall CFI

Taumarunui Weekend *by Trace*

What an awesome weekend it was! Members from Taupo and Taranaki gliding clubs descended upon the small township of Taumarunui for a weekend of fun and exhilarating flying. Some members from Taranaki were so keen that they went over on the Thursday.

When we arrived around lunchtime on the Friday the sky was looking great. There were already a couple of gliders in the air and we were keen to get rigged and to start flying as well. It didn't take us long to get the three gliders rigged and Trev, Bill and I had our first flights of the weekend. We all had over two hours in



the air and the scenery was stunning. After flying for the day we all met at the RSA for dinner and drinks and had a fun time. It was so good, we booked a table for the following night.



Saturday was not going to disappoint and after the early morning cloud burnt off the day turned out to be a stunner. Matt Pepper joined us and he jumped into the back seat of the Duo with Trev. Colin McGrath also arrived on the Saturday and we quickly got him rigged. Another great day with over three hours for Bill and nearly three hours of flying for Colin and myself. Bill also

got his Silver Height gain. Well done Bill! After flying we met again at the RSA for another social evening.

Sunday started much the same as the day before. As the weather outlook for the Monday was forecasted to be wet we decided that we would return to Taupo on the Sunday evening. Once again conditions were excellent and we had to use the brakes to come down so we could pack up everything.



It was a truly fantastic weekend, the weather was great, Taumarunui aero club facilities were great, and the camaraderie was great. It was so good, everyone who attended wants to make Taumarunui an annual event. IT'S A GO!



Christmas Party

We had the club Christmas Party on the Saturday the 21st at the club. It was a small gathering of members and families and an evening enjoyed by all. There was plenty of food and entertainment with our special guest singer for the night being Tim's grandson Otis. One of the funniest moments of the evening was watching a certain number of men trying to light a wood fired BBQ. We won't mention names!



I learnt a lot from that.....! *by Tony Budd*

Envyng you guys at the moment. Autumn in France has been unseasonably wet and cold so I'm searching in cupboards for warm sweaters that I was hoping would stay in storage for ever.

The French are very seasonal.....so our gliders are all de-rigged even though a good autumn day in this part of France could provide some excellent soaring conditions. That's it now until next March/April....very depressing.

So a recent e-mail from the Chauvigny club sounded most inviting:-

Re: Scéance d'entretien des planeurs le 30/11/19 à 14h00

Wow a sceance.....thought we might be sitting in a big circle holding hands and trying to contact old glider pilots...but sadly it only translates to :- Glider maintenance session....the equivalent to Tom's Working Bee without sausage rolls. C'est la vie!!!

And the cupboard searching has at least thrown up my first gliding logbook.

It all kicked off with flight No. 1 on 22nd. March 1975 in the magnificent side-by-side T21C. I think the C designation meant that we were under a closed canopy (thankfully). I had joined the Bath & Wiltshire Gliding Club based at Keevil on the edge of Salisbury Plain.

About five flying hours later it shows that big solo day. That day I remember so well because you were plucked out of the T21, walked across to the awaiting Swallow...given a quiet briefing by the CFI and before you had time to panic or realise you had not absorbed anything he told you, the lid was on and you were signaling « all out ». A & B Certificates duly awarded.

Then a few pages of steady development with the Bocian and Olympia being added to the types flown. No great duration flights.....the flying list was busy busy in those days so always a big queue for club gliders.

Now comes launch No. 172....the big change. My own Skylark 3B. A first flight of 3hours & 20 minutes. Took to it like a duck to water! Probably a risk of getting ahead of myself with this wonderful soaring machine.....and the next launch No. 173 is there to remind me. A CFI note in the logbook remarks column «8000 ft height gain.....2000+ft in cloud»

So what was that all about?

I recall making a good climb to about 7000ft under something very dark and active. Getting rather close to cloud base I thought it was a good time to break-off so easing the stick forward the instruction book said the glider would descend. So why am I still climbing with the vario off the clock? Now in cloud....rather dark and all getting a bit scary. Of course...pop the airbrakes that will sort it out. Mmmmmm....still going up....possibly faster than before. Oxygen.....yes I have it in the glider but..bugger.. the on/off valve is behind the seat and can only be reached before you launch. Don't panic.....remember what you have been taught...concentrate on flying the glider.

So....I have a towering CuNim all to myself...that's now quite obvious...the top could be 20,000ft plus...that's also bloody obvious....not that I would be compos mentis to enjoy it. Parachute out.....no.. that will get me to the top of the cloud faster than ever!

But wait a minute...the cloud was lighter there on that side of the turn. That's the solution.... widen the turn and spill out of the side. Great....it worked.....with something like 11,000 ft on the altimeter.

On reflection I was certainly way outside the envelope with my limited ability and experience. And I often ponder on it.....just 173 glider launches with no previous flying experience...yet I climbed

several thousand feet in dark turbulent cloud making good turns with nothing more than a very limited instrument panel to help me. That should not have been possible!

Now with 500 hours (plus) of power flying....an Instrument Rating...Aerobatic Competition etc I'm not so sure I could repeat that experience even with a full IFR panel in front of me.

My guardian angel must have been on those controls with me that day....and such a coincidence....it was my birthday. Some present!

A spooky Christmas tale? No...this one was for real.

Don't assume you have a guardian angel...just think about what might be going on above that dark cloud base.

And always good to remember those words drummed into every pilot....whatever happens concentrate on flying the machine....always Aviate before any other consideration.

Good flying....Happy Christmas 🍷🍷🍷🍷🍷...hope to be with you in January.

Dennis Farewell

Dennis had plans to stay in Taupo until the end of January but circumstances changed and he left just before Christmas. As it was short notice we had a small farewell evening with a few members and their partners. Whilst he was here, once again he put the magic of Dennis's personal touches around the club. Thank you Dennis. We hope to see you next year.



Achievements

Congratulations to:

- Henry Hope-Cross for achieving his 'B' Certificate
- Bill Kendall for achieving his Silver Height Gain

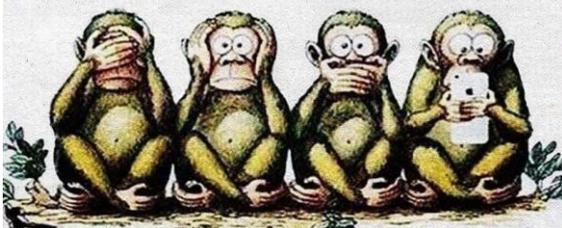
Well done to both of you!

Around the Club



Humour

Finally the fourth ape!
He is the sum of the first
three: He sees nobody, hears
nobody and speaks to nobody.



DID YOU KNOW?



Rub a bit of olive oil and Epsom salt on the
painful spots on your body and it will
immediately feel greasier and saltier.



HAPPY NEW YEAR EVERYONE!