



September 2018

Welcome everyone to this edition of Outlanding. As we are now starting the soaring season I have made the majority of this edition a review of some relevant articles that have previously been published in Outlanding. Please take the time to read them as these articles are a good source of information and will come in handy. It also time to refresh our memories on the club rules which are located on the club's website.

The next edition will come out at the end of November, so if you have anything to include, please have it to Trace by the 20th of November.

Cheers, Trace

What's inside?

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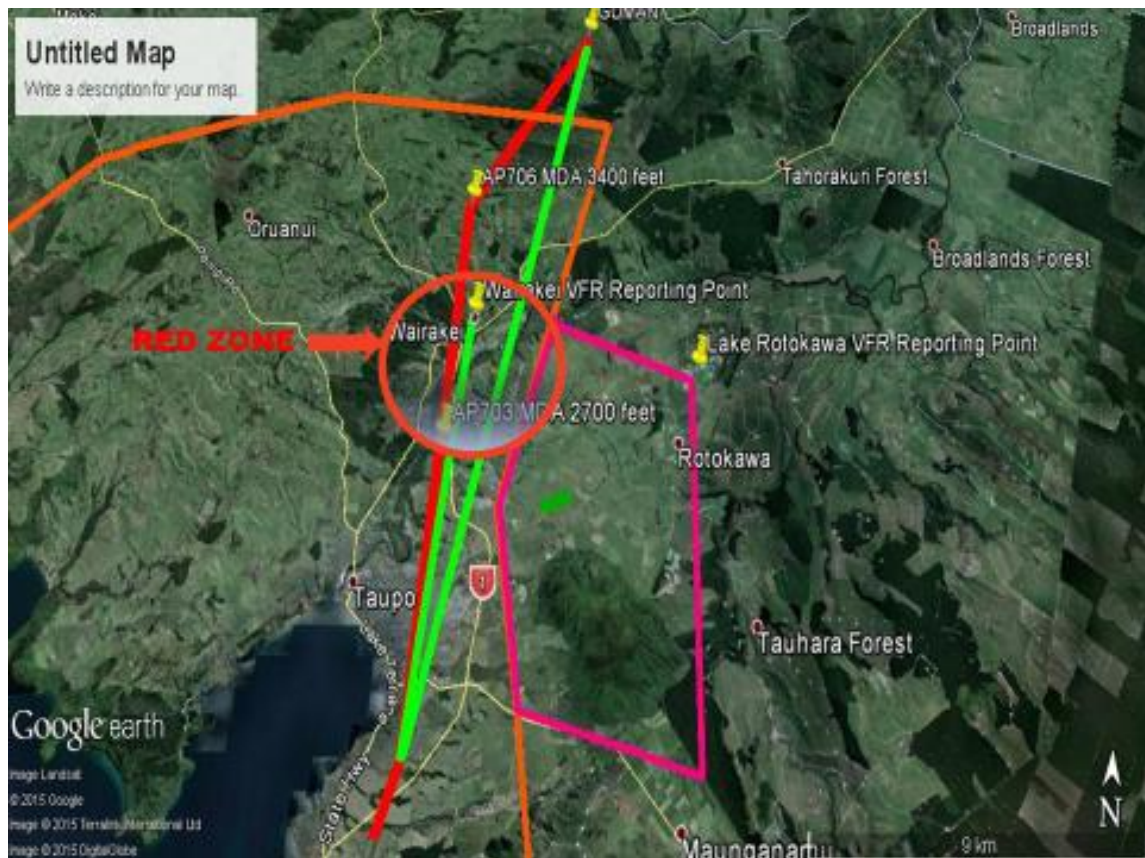
Upcoming Events

Humour



Well winter is nearly gone and it's all go for the summer flying season (the South Island would not agree at the moment). So this is an opportunity to remind you all about our commitment to good communication in the MBZ/CFZ and when you are flying around Wairakei (within our Club induced RED ZONE).

It was brought up at our last Instructors Meeting that some pilots are not establishing communications with the Tow Plane prior to take off and it is important that we are more proactive in this area. Also OP's normal calls on a more regular basis and I am no exception to the rule. We have not had an occurrence for some time which makes us look a lot more professional so let's keep it that way.



The Tow Plane has had a 100hr check, new brake discs and pads as well as a new windshield fitted and it looks great, but it needs a good wash (any takers). A big thankyou needs to go to Tom and Martin who spent many hours over three days working on TPO to get the windshield fitted, great work guys **THANK YOU**. Oh and it's not only TPO that needs regular cleaning, don't forget the gliders, it only take a quick wash to get the bugs off at the end of the day.

Please give some thought to your availability to assist with the Central Plateau Competitions from the 3rd to the 10th of November 2018, give Tom or Trevor a call and let them know.

Just a reminder about our safety policy, keep vigilant around the field and in the air. Also if you have an incident or are concerned about a safety orientated issue please fill out an OP's 10 form for the NZG website.

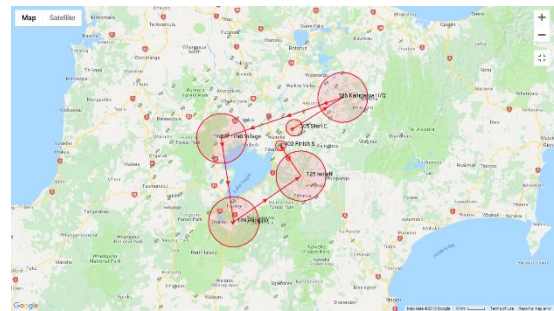
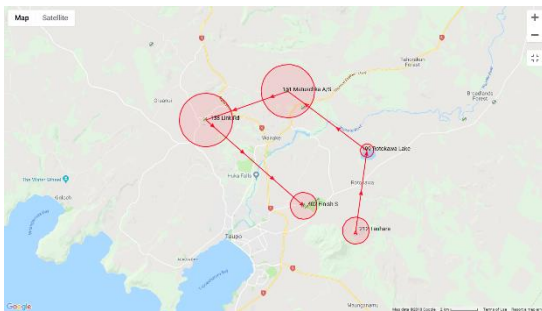
Stay Safe and remember Situational Awareness, Good Airmanship and Good Lookout go Hand in Hand

Our inaugural *taskPilot* league competition will kick off at the beginning of November when the Central Plateau Soaring Competition begins on the 3rd. The 2018 TGC League will run from the 3rd of November 2018 through to the 31st of March 2019 and comprises of three classes. The classes are:

- Tauhara Class – for those pilots yet to obtain QGP status,
- Tarawera Class – for those yet to achieve their Silver C badge, and
- Tongariro Class – for those that have achieved their Silver C badge and higher.

Any task can be flown by any pilot as long as it is within the pilots experience and the scoring system will adjust the scores to suit the pilot's experience level. This means that Tauhara Class pilots will get a higher score than a Tongariro Class pilot if they do the same task.

There are a number of tasks to suit all experience levels with short tasks close to home for the Tauhara Class and longer tasks that the Tarawera and Tongariro Class pilots are more likely to do.



Any task can be flown any number of times but only the best four flights will be scored for the league table.

What you will need to do now:

- Go into *taskPilot* and change your class to suit your experience level. (*Admin does not have any authority over what class you have chosen*).
- Start playing with *taskPilot* to get use to reviewing the tasks and flying tasks in 3D before you enter the cockpit.
- Practise entering the tasks into the navigation system that you will be using.

The whole idea of *taskPilot* is to:

- give you more of a challenge rather than flying around aimlessly,
- get you use to downloading and printing tasks and entering them into your navigation system, be it Naviter Oudie or the LX8000 fitted in GSS,
- get you uploading flights into *taskPilot* and the OLC (Online Contest), and
- get you analysing your flown task.

So, who will be TGC's inaugural *taskPilot* champion for 2018/19?

If you have any questions, please contact Trace.

Pre Take-off Checks *by Trace*

We all know our pre-takeoff checks as:

| | |
|---------------------------|--|
| C – Controls: | Elevator, ailerons and rudder have full and free movement |
| B – Ballast: | The pilot and/or passenger weight is within placarded limits |
| S – Straps: | Fastened and firm front and back |
| I – Instruments: | Master on, radio on, transponder on, vario on, altimeter set |
| F – Flaps: | Not fitted or fitted and set |
| T – Trim: | Full back, full forward, back 1/3 for takeoff |
| C – Canopy: | Closed and locked |
| B – Brakes: | Fully open and even (look at both wings), closed and locked |
| E – Eventualities: | ??? |



But what does the E stand for at the end of these checks? Do we actually think about it, or just say eventualities because it is part of the checklist?

'E' stands for Eventualities, so what is an eventuality? In this case an eventuality is a possible occurrence during the takeoff and tow. Having formed some sort of plan prior to attaching the towrope we are in a fundamentally better position should something go wrong. After the rope is attached your plan will need continuous change all through the launch to suit the situation and conditions. Remember every launch will differ in some way.

Things to consider as part of the Eventuality check are:

- Look and check down the runway for any signs of obstruction
- Check the wind speed and direction again (Is there a crosswind, is it gusting, has it changed direction or strength?)
- What is my glider's handling like on ground roll?
- What will I do if I drop a wing?
- What will I do if the tow plane loses power?
- What will I do when the rope breaks?
- What are my landing options should the rope break at 50 ft, 100ft, 200ft, 300 ft or 400 ft? (Can I land straight ahead, do I need to choose a paddock, do I have enough height to land back downwind or do I have enough height to complete a circuit or a modified circuit?)
- What are the tow plane signals?

These are just a number of examples. If we give some thought to these types of eventualities before and during every take-off we will be better prepared when a situation arises. Remember, during the launch keep your left hand near the release toggle for any such an eventuality.

So, what does the 'E' stand for.....?

Fuel Tanker and Re-fuelling of Aircraft *by René*

This is a reminder to all club members of the need to take more care with the fuel tanker and fuelling operations. Remember that putting in clean fuel is a very important for the safe operation of the aircraft. Observations, over the summer, indicate this basic procedure has been neglected due to a combination of inexperience with fuel handling, haste to get the plane fuelled quickly, and non-club members assuming control or assisting in the process.

Two key points:

- a) Ensure the nozzle on the fuel hose is kept clean and free from dirt, grass and other debris.
- b) Do not allow the hose to drag on the ground under the back of the trailer. This is not good for it especially when the tanker is taken to airport for re-filling.

The fuelling procedure for TPO:

1. The duty tow pilot **MUST** be present and supervise the refuelling process. This is a tow pilot's core responsibility, for obvious reasons.
2. Non-club members, visitors and friends are not permitted to carry out fuelling of the tow plane.
3. **NEVER** allow the nozzle to be placed on the ground when changing the tanker position or while winding up the hose. Hang it up on the tanker before you do anything else.
4. **ALWAYS** use the static line onto the aircraft and secure it correctly onto the trailer after fuelling has been completed. **DO NOT** leave it as a bird's nest of tangled cable.
5. Secure the hose onto the trailer so that it does not drag along the ground or the nozzle is pointing upward. As a reminder, read the label on the top of the tanker. If you can't see that, this job is not for you.
6. Turn the valve **OFF** after re-fuelling.
7. Do the paper work on the fuel sheet located in the box at the front of the trailer. If you lack numeracy skills, use a calculator.

Have a good look at the two photos below and make sure you understand the difference between the two.



Right Way



Wrong Way

Canopy Care

One of the most important and most expensive parts of a glider is the canopy, yet it can be one of the most neglected parts of all. A Canopy price can be anywhere between \$4000 and \$8000, even that little sliding window is around \$300.00, so we must look after them.



The smallest blemishes and marks could and can hide other aircraft. Let's face it, any other aircraft can be hard to find and see at the best of times, so maintaining a looking after the canopy is most important.

Here are a few reminders about the Do's and Don'ts.

- NEVER operate a control or reach in to grab something through the sliding window. ALWAYS open the canopy for such tasks.
- Make sure the canopy is CLEAN before flight.
- NEVER wipe the canopy with a dry cloth. Wash with liberal amounts of freshwater and use a chamois or microfiber cloth to dry or use a suitable aerosol spray and soft cloth.
- During glider inactivity and at the end of the flying day ENSURE the canopy cover is on the glider.
- NEVER put your hands or fingers on the canopy to check security. USE the lifting tab.
- For detachable canopies, NEVER let the canopy come in contact with the ground. Place the frame on the ground.
- NEVER leave the canopy open and walk away.
- When ground handling or towing, ENSURE canopy is locked.

If we follow these simple procedures we will ensure that our canopies remain in a good condition.

Radio Reminders

(The following extract is from the 2014 January/February edition of Vector magazine)

This article is a refresher for all pilots, covering some of the more common radiotelephony issues.

The radio helps us maintain a high level of situation awareness. But in order to do this, the radio calls we make must be of a high quality.

Say it Right

There are four elements of an effective radio call: Clear, Concise, Consistent and Correct.

- **Clear.** Speak clearly and slowly so that others can understand your transmissions.
- **Concise.** Always plan what you are going to say next to eliminate the ums and errs, and don't give a full itinerary of your flight. Keep the calls brief so that they enhance the situational awareness of others. Too many calls have the opposite effect.
- **Consistent.** When you transmit information, get it in the right order to help match the listener's expectations.



Also use the standard phraseology. This will help everyone understand, and it cuts down on the length of your calls. If there isn't a standard phrase for a particular situation use plain English.

- **Correct.** Be accurate. The expressions 'abeam' or 'approaching' somewhere are of no help, and must be avoided.

Keep it Standard

It's important to keep your radio calls standard and in the right order. There are a couple of aids you can use when making a call. The first is the **four W's**

- **Who** you are calling
- **Who** you are
- **Where** you are
- **What** you want.

The second mnemonic is useful for your position reports. **PTA-ETA**. That is, Position – Time (when relevant) – Altitude – ETA, and intentions if applicable.

For a full description about radio procedures go to the CAA website and download AC91-9.

Outlanding *by Trev*

Outlanding or Landing out, is a normal part of cross country soaring and contest flying. There is nothing surer than this. If you extend yourself, cross country flying, you will find yourself somewhere, low and requiring a safe place to land.

Its normal and the skills you have learnt making precision landings at your home airfield will



help you to make a safe landing away from home. Preparation and planning will help you to be ready to handle the extra pressure of landing out.

At all times during your flight, you will have an area of safe landing within reach. This is the prime requirement for your safety and comfort. GPS data base of landout airfields etc is a very useful tool.

Always stay hydrated during flight and prior to landing, have a drink and relax.

Paddock Selection.

Size - Adequate for the conditions. Judgement of length, compare to known objects. Eg: power poles, buildings etc.

Surface - Smooth enough. Check for furrows, and animal wallows. E.g. bull paddocks. Grain stubble or hay paddocks after cutting, show up as a bit more yellow and these generally are my preferred field. Generally the track of the mower/ harvester shows and long straight runs without any curves will indicate a fairly flat surface. Slope and contours are better seen from well to the side of the prospective field. Caution with long standing crops. These can sometimes be visible by their waving in the breeze. Bright green paddocks may be swamp or

crop and are my least favourite. Ploughed paddocks are fine and should be landed along the furrows with wheel out and normal approach. Glider stops quickly.

Slope - Difficult to pick slope unless steep and if it easily noticeable then it's probably too steep. The glider should be landed up the slope and be prepared to have extra speed to enable safe round out up the slope. It is preferable to land uphill with a tailwind rather than downhill into wind. Beware, with a tailwind the effect of speed over the ground will indicate a fast approach. Always maintain safe speed near ground. The glider stops quickly landing uphill with little ground roll. Be careful the glider does not roll back down the slope.

Stock - Avoid landing with stock. Cows and bulls have been known to consume large portions of sailplanes, and trample wings and knock off tail planes. Ask Ben Stimson. They are very inquisitive and you will have to fend them off your glider and may be unable to leave to get assistance.



Deer and horses are temperamental and can take off through fences. You may end up owning a very expensive racehorse. Also all animals take fright and can run in all directions. Sheep are the least frightened and if there is enough room available use caution. After landing they will not cause any nuisance. **AVOID STOCK IF POSSIBLE.**

Single – wire power lines Overhead power lines are almost invisible and can only be identified by power poles. Quite often they follow the farmer's race or roads feeding power to homes and sheds and milking stations. They also provide power to the electric fences. Identify any buildings, follow the poles and whenever you're landing over a race, road, or track expect a power or telephone wire. The allowance you will need to make to land over the wires may make your field too short. I personally avoid when possible landing over power wires, trees or hedges due to the higher approach. While we're talking of wires, beware the electric fence. Very difficult to see but identified frequently by the colour of the grass or crop changing as the farmer moves his fence up the field away from the trough since the animal needs to drink. A field with lots of troughs can be divided by wires or plastic cable held up by curly tail rods at about 2 feet. Again the wire is hard to see so look hard for the curly tail rods. A single trough paddock is my favourite when it's at one end. If in the middle, there may be one electric fence wire across the paddock and trough making 2 paddocks and sharing the trough.

Have a plan

- Always have a safe area in front or behind.
- Relax and hydrate yourself. If necessary relieve yourself. Don't let the pressure of needing to go affect your safety

Getting lower

- Select a safe area. Now you can carefully check around the area for lift while observing the paddocks and making your selection.
- Select a safe paddock with sufficient altitude.
- Don't drift away from your safe paddock while searching for lift.
- Unless you know the altitude of your landing area, you will need to ignore your altimeter.

- Landing checks, remembering to dump any water ballast.
- Speed control and aiming point. Too fast means too much energy. Stick to your normal speed.
- Downwind, staying too close to the paddock means no base leg and losing sight of the field before turning.
- Follow your normal training and circuit. This allows time to make small changes on down wind and base leg so you're final should be straight forward.
- Monitor speed, beware gradients and follow your aiming point to landing.
- Fly the glider till it stops moving.
- Stop the glider in the minimum distance. You don't know if there are stumps, rabbit holes etc.
- Pull the glider to the side immediately to leave room for the next glider who may be coming to join you. A landed glider is a magnet to the next pilot who will more than likely be experiencing the same conditions that caused you to outland.
- Secure the glider, note the GPS position on your land out sheet. Phone, radio or communicate with base for retrieve. If there is no reception. Grab your jacket or jersey, drink, phone, pen, wallet etc and locate nearest farmhouse.
- Respectfully request permission to call base, and remove your glider. Your manner at this point is paramount to win the support of the people you are probably going to inconvenience. Offer children a sit in the glider. Explain why you have ended up on their property. You are an ambassador for our sport. You could invite them to the club for a trial flight. You may offer this at your cost. I have dropped wines off before and I know some pilots who keep some in the car for this reason. Make friends not enemies.



Soaring is probably the most satisfying, demanding, and exciting sport that you could have chosen. It's not for everyone, but if you get hooked, lay back and enjoy it.

Achievements

- CONGRATULATIONS! Gerold Kertschmer for going Solo and achieving your 'A' Certificate. Now the learning begins!



Upcoming Events

Just a quick reminder about the following events:

- **Topic Night, 3rd of October at 1730** – TGC Flying Rules and Procedures, all to attend.
- **Central Plateau Soaring Competition** 3rd to 10th of November. There is much to do during the week and all benefits of the week go back to you and your club. If you are available to lend a hand during this time please contact Tom or Trevor.

Humour



The ball was getting bigger, bigger and bigger..... Then it hit me!

