

OUTLANDING

The Taupo Gliding Club's Newsletter



March 2024

Welcome all to this edition of Outlanding. Well, the official soaring season is finished for 2023/24. I hope that you all enjoyed the summer flying that you achieved. There were some brilliant flights and achievements over the last few months.

Although the summer has past, we should still get some good weather before the winter sets in and of course we will have trusty old Mt Tauhara that we can ridge soar around.

The next newsletter will be at the end of May so if anyone has an article or notification to be included into that edition, please have it to Trace by 20 May 2024.

Fly well and have fun! Cheers, Trace

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Geoff and Peter's Caravan Transformation *by Peter Lynch*

I am sure that we are all aware of the circumstances that led to the club caravan being moved from its parking spot on runway 22 into the kitchen hanger.

Once in the hanger an inspection was undertaken, and it was established that the caravan was minus:

- a) a door
- b) a large window
- c) a radio
- d) an aerial and fixing bracket
- e) a battery
- f) a number plate.

In exchange, some painting (graffiti) had been done on the drawbar and the mid body band.

The first job in the restoration programme was to replace the missing windowpane, this was done by the local glass fitter.

The second job was to replace the door. A sheet of board was purchased, only half was required the other half was sold to a club member.

It was an interesting balancing act to cut four 20x45 mm rebates into the board using a table saw. Several jigs and an accurate eye were developed to ensure that the cut depths were correct, and other cuts were square and parallel to the face. I am sure you can imagine the fun balancing a 2m board on a 20 mm edge while cutting on a table saw. All went well and the door when offered up to the frame fitted well. Safety was always top of the mind.

Once the door was fitted the caravan became sought after accommodation, so curtains were added to the list of items.

The next task was to fit solar panels to the roof, connect them to the battery, battery charge controller and battery protection unit. The caravan was also fitted with a AC/DC inverter.



The aerial was fitted to the post which was bolted to the welded post bracket. The caravan was relocated outside due to height limitations through the door. The solar charging system also needed to be checked out.

The door and mid body band were painted. A tow hook clamp was mounted to make a future attempted theft more difficult.

Finally, the colour coordination experts were let loose in the workshop, where years of surplus to requirements fabric was stored. A suitable fabric was selected. Curtains and tie backs were made and fitted, leaving the caravan a comfortable place to spend a night.

Thanks to all who helped with their time and expertise and thanks to Geoff, Trevor, Tom and Peter whose donations enhanced the project.



Joining Thermals *by Bruce Taylor*

There are four important matters to consider when joining a thermal already occupied by one or more gliders, and every single one must receive your full attention.

1. **You must have in sight all of the gliders that are in the thermal**
2. **All the gliders in the thermal must be able to see you**
3. **You must plan your method of arrival and entry to the thermal**
4. **All the gliders in the thermal must understand your plan**

1. Sighting gliders circling is not easy, and a variety of backgrounds and conditions can conspire to make it even more difficult. After you decide that you have them all sighted, then start searching for the one(s) you haven't seen - don't get a fixation on the ones already in view. Keep



your scan going over the entire width and depth of the thermal, as one aircraft in a particular stage of the turn may be impossible to see at first glance.

You must also keep in mind that there could be gliders close to you heading for the same thermal. Aim to keep your search going all around, especially above as you will usually be slowing down and gaining altitude as you approach the lift area. **THIS IS NOT A TIME TO BE LOOKING AT YOUR VARIO – ALL EYES OUTSIDE!**

2. A glider approaching a gaggle at high speed in a straight line will be next to invisible. The frontal area is very small, and we need to increase this and ensure some horizontal movement so that those gliders already established have some chance of seeing us coming. If we are making our own decisions we will want to sample the air as we approach the lift anyway, as it will be best to have an image of the thermal in our own mind. This will lead to some gentle weaving and “feeling” of the air that will make your glider more visible to those ahead. If not, you should attempt to avoid a direct head-on arrival. You should arrive at only a little above thermalling speed, and with consideration of all the established glider's positions so that they have a good chance to see you.

3. A good concept of spatial awareness is vital in the arrival phase. While still well back from the thermal you need to have a good idea of where you will arrive in amongst the gaggle, in relation to all the gliders. There will need to be a space for you to fit into (!) and if not, you will start a gentle turn outside that of the gaggle until they have rotated further and you can see room to move in. **DON'T PUSH!**

Please, do not arrive at the gaggle at full cruising speed and attempt to pull up amongst them – this is extremely dangerous, as you will have considerable vertical velocity to judge as well as your horizontal position. It will also inevitably mean you are out of sight of one or more gliders, and they are out of sight to you at some stage. If you do this a couple of times someone will punch you in the nose, which will be a very good thing...

4. As above, you must always manoeuvre in a safe and predictable fashion. Try not to surprise the other pilots with any of your antics. As you fly at higher levels of competition, it is likely that you will have gliders flying at lesser separation, but the pilots generally behave more predictably. If the pilots of the gaggle see you approaching at a sensible speed and behaving as if you are having a good look out the front and working to fit in comfortably, they will be far more receptive and will often open out their turn a little to let you in more easily. Roll into the thermal smoothly and positively, and likewise when leaving keep all the changes of direction predictable.

Keep a good lookout as you leave the climb, especially below as you accelerate. Above all, be careful and courteous.

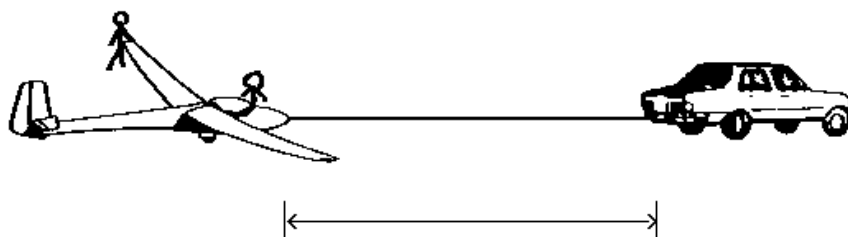
Tiger Moth AGM Visit



The NZ Tiger Moth club visited Centennial Park on the weekend of the 15th to conduct their AGM. There were 10 Tiger Moths and 10 support aircraft. Although the weather wasn't perfect to begin with, it did improve for their planned activities. Like our own Airmanship competition, the Tiger Moths conducted a bombing competition and also the spot landing competition as well as a short race to Lake Rotokawa and back. A good time was had by all. Thank you to those that supported this event.

Car Retrieves *by Trace*

Ideally the number of crew members for this method is three. There needs to be a driver, who needs to be competent, a wingtip holder is necessary and it is beneficial to have a third person walking by the nose of the glider to pull the release knob and release the rope if something should go wrong.



Minimum rope length is half wingspan

The minimum rope length must be at least half a wingspan, so for the Twin Astir and ASK 21 this distance would be 8.5 metres. This is because, if the glider starts to overtake the car (a downhill slope), the person on the wingtip can hold back on the tip to swing the glider clear. If the rope is too short, a collision with the car could occur.

*****NOTE***** No Gliders are to be towed using anything but the car retrieve ropes with the correct rings. There are a number of ropes available with the correct fittings as shown in the picture. Using anything else causes damage to the 'beak' in the tow release of the glider, thus a huge cost to the club to have a tow release renewed. Tow releases have a limited life of 2000 launches, which also takes into account release checks. So please use the correct rope.



When towing in a crosswind, the into-wind wing must be held. The reason for this is simply to prevent the wind getting under the wing and making it difficult or impossible to hold.

The flying controls should be held secure by tying them securely with the seat-harness. This prevents control surfaces being slammed to their stops by bumps or wind and preventing damage.

The car towing a glider should have the windows down and the radio off. This is to make it easier to hear a warning from the crew (Stop, slow down, etc). If in any doubt please ask the duty instructor.

New Members

We would like to welcome to the club the following new members:

- Zac Attwood
- John Perham
- Robin Mullions
- Bill Izard
- Mike Hagoski
- Dave Fletcher, and
- William Colman

We look forward to seeing you all around the club

Achievements

CONGRATULATIONS to Peter Lynch for completion the To Soaring Pilot syllabus. Next step Cross Country Pilot 😊

Club Fees

Annual subscription fees are upon us again and are now due. Please review the email that Tom sent out and advise intentions.

Thank YOU

A **HUGE THANK YOU** once again to all the volunteers that made this soaring / competition season a great success. Your time and effort supporting the club was and is much appreciated. **THANKS.**

Upcoming Events

Just a quick reminder about the following events.

- Supercars 19-21 April

Humour

