

OUTLANDING

The Taupo Gliding Club's Newsletter



January 2025

*Welcome all to this first edition of Outlanding for 2025. The New Year has started well. We are flying seven days a week, had the Piako Gliding Club join us for a couple of weeks, the Club Class Nationals, **taskPilot tasks flown**, BBQ's and a whole lot of fun. And we are still in the middle of summer! The way I see it - we only have two seasons, Summer and Winter.*

With still plenty of flying days left in the season, make sure you come out and make the most of the conditions. There will still be club events for members' and their family and friends to attend so keep an eye out for emails and flyers.

The next newsletter will be at the end of February, so if anyone has an article or notification to be included into that edition, please have it to Trace by 20 February 2025.

Fly well and have fun! Cheers, Trace 😊

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CFI Info by CFI Colin McGrath



Hi everyone.

I might as well start with the grumble for the month. HANGER RASH! There is NO reason for hangar rash to occur. It is costly to the club and can inhibit flying operations. With that, here is a reminder that the club rules require that THREE people minimum to take out or put away the tow plane and a minimum of TWO people for club gliders.

In addition, please ensure that the hanger doors are securely latched open and the entry door is closed.

Enough of that....now, onto positive notes.

January has brought us an extended fine period. During this time, we had the pleasure of hosting the Piako Gliding Club for two weeks and also held the National Club Class Championship. It was also great to see the Taupo Club with four of the eight starters in the Club Class Nationals with Trace finishing 2nd overall. Congratulations Trace!



During the period, Craig Hunter managed to fly around Lake Taupo for the first time in the Libelle GIA. Congratulations Craig!

Consequently, our little club has been quite busy with all pilots enjoying mostly excellent conditions and some challenging conditions to keep us grounded as well.

Also, I would like to thank all the volunteers for their efforts during the competition and for everyone's effort in making sure that visitors to our club enjoyed the Taupo experience.

Bill's Day Two of the Central Plateau Competition by Bill Kendall

Day Two and rearing to go and fully motivated to complete the day's task. The day didn't start well. Racing class was first off the grid and into a reasonable looking sky, but I just couldn't get established and ready for the start gate to open and I had to land back.

Being towed back to the back of the grid I decided to eat my sandwich but as I did in came another four racing class gliders..... ugh!!! Not a good look. So after the big boys launched, off I went again, this time straight into a great thermal and through the start line..... Yippee!

A good start heading for the first turn point at Murupara. Had a fantastic run north out over the forest and into the circle with good thermals and gaining good heights to keep me above 5,000 feet, so now I'm headed to the next turn point at Mangakino or so I thought.

My LX9050 was taking me on a track to the east of the lake and across Mt Ruapehu; WHAT THE HELL! Mangakino is to the south east; a quick edit while in a thermal but unable to find MANG in the database (not a time to get stressed Bill keep your eyes out of the cockpit). Because MANG was not in the database on my LX I had put in MAMG which is south of Raetihi, bloody hell I'm not going there, so what do I do? A waste of time trying to complete a task that doesn't conform to today's mission so I decided to head back to Centennial Park. A total let down for what I had planned.



But the story doesn't end there, for the next two days Trace, Colin and myself tried to figure out what the problem was and after several attempts to download the CPC waypoints we found my SD card was Corrupted and not loading just one lousy turn point. I now have Mangakino loaded along with all the others Yippee! I can FLY.

Editor's note: I had a similar issue when flying a taskPilot task earlier this month. I couldn't understand why my Oudie was telling me that I was over time by 190 minutes. Turned out I hadn't inserted MOKA (Mokai) but MOKI (Mokai Station) which was a further 136km south. Luckily I could change my destination.

Defects

Please ensure if you find a defect when carrying out a Daily Inspection, or a defect occurs during a flying day, that the defect is recorded into the correct defect section of the Tech Log (Yellow Tech 19). If it is a serious defect, such as a defective Airspeed Indicator, then write it up and inform Trace. This will ensure that the defect will get the attention it requires. If in any doubt ask the duty instructor.



Club Class Nationals - *The event that almost didn't take place.*

Taupo Gliding Club inherited the NZ Club Class Nationals after Taranaki Gliding Club's decision to cancel the event from flying at Taumarunui. Entry forms were open from October 2024 and up until the Friday of the week before the due start date of the 19th of January, the entrant numbers were less than the required number of participants to hold a competition. Luckily on the following Monday, we had surpassed the minimum number of five, therefore, with eight entries we had a competition.

As well as the Club Class Nationals, we had an Open Class event. Numbers for both classes only reached 15 but we had an event and we were going to have a great time.

The opening weekend saw some beautiful weather. The practise day on Saturday saw contestants arriving, flying and sorting out equipment. It also enabled the event organisers to iron out a few bugs.

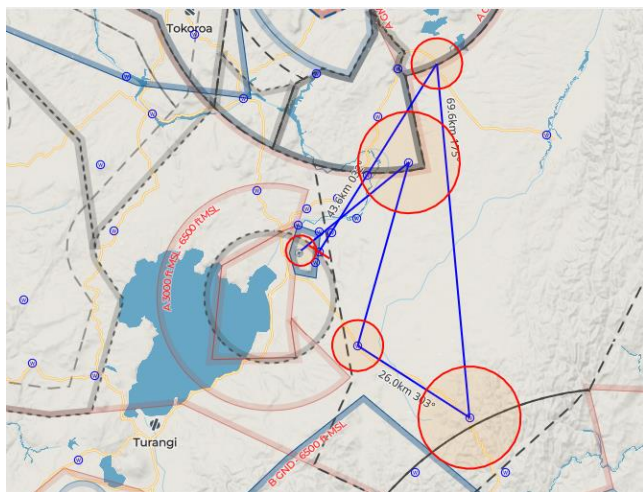


Day one, Sunday, was a cracker, to quote the Contest Director Hugh de Lautour. There was one landout, a couple of hundred metres from the airfield, and that was Trace after he experienced unusually severe sink on the extended base leg. Mark Wilson winning the Club class and Patrick Driessen winning the Open class. To conclude the day, the evening dining experience was provided by Neil Harker with glider pilots bantering about their flights.

Monday, day two, was also good, but more challenging than Sunday. It had everyone working hard, and there were a few more landouts, but overall a good day's Assigned Area Task (AAT). Once again Mark Wilson winning the Club class and Patrick Driessen winning the Open class. Neil provided another evening meal enjoyed by all.

Tuesday was overcast with thick middle cloud and although flyable it was not be taskable. The day was not was wasted however, as we enjoyed a very informative session about Hypoxia. (See story later in this edition)

Wednesday started by looking good enough to set a task but the weather didn't clear enough to safely launch a task. Therefore, it was a non-flying day as well. The evening was Pizza and Trivia night. (More on this later)



Thursday and we were back in business. Two AAT's were set. Different for each class but in the same air mass. There were a couple more landouts again and some areas where pilots struggled with the conditions. The usual winners of the week with Mark Wilson winning the Club class and Patrick Driessen winning the Open class.

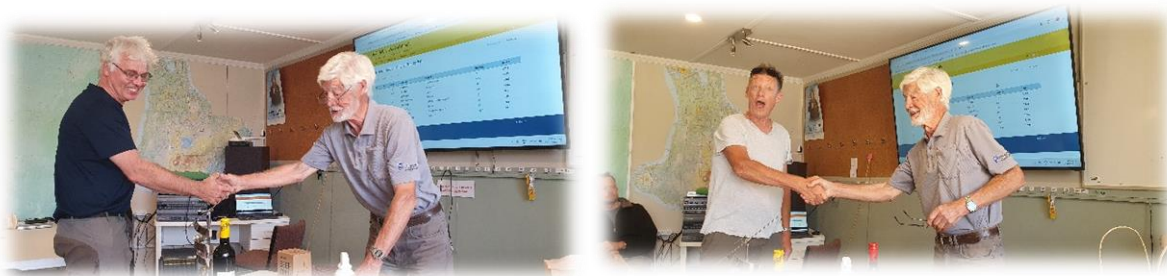
Friday, Day Six. What an awesome day it turned out to be. Thermals to 8,000' plus, great running convergences and as quick as a flash, well not quite, the last turn point was very soft and pilots tip toed the last leg. Great day had by all though. And again Mark Wilson winning the Club class and Patrick Driessen winning the Open class. The evening meal was provided by Mary and Bill which was thoroughly enjoyed by everyone.

Saturday was forecasted to be unflyable but the day started with a possibility. With the Sunday definitely not going to happen, the tasking team were keen to get a task in. Unfortunately, a decision had to be made to cancel the day, and thus end the Club Class Nationals.

The winners were of course Mark Wilson for the Club class and Patrick Driessen for the Open class.

Champions

Club			Open		
1	GX	Mark Wilson 2,718	1	IO	Patrick C. Driessen 4,000
2	NM	Trace Austin 2,035	2	VM	David Johnson 3,596
3	LL	Derek Shipley 1,905	3	FE	Frank Excell 3,433



On behalf of all the pilots, I would like to thank all the volunteers (you know who you are) for your time and effort in making this a very successful event. Without your effort we would not fly and the club would not benefit. THANK YOU VERY MUCH.

Hypoxia Session

Wellington Club member David Hirst approached me, when he arrived in Taupo for the Club Class Nationals, and informed me that he had heard that Taupo Tandem Skydiving has a Hypoxia simulation system that their pilots and jump masters used to experience the effects of hypoxia. As I had not heard of this, so I said that I would investigate. I rang Zac Attwood, TTS pilot, and he said that there was a system and that he would talk to Hamish Funnell. I advised David and between David and Hamish an introduction to hypoxia session was arranged.



Hamish came out to the club with his equipment and presented a very informative session about Hypoxia. Hamish outlined the causes and sometimes insidious effects of hypoxia, and was even able to demonstrate the early effects with a couple of volunteers who underwent oxygen deprivation through the system that Hamish brought with him.

It was very beneficial for those that attended.

Trivia Night

On Wednesday the 22nd we had a pizza and trivia night organised by Jen and Trace for all club members, partners, friends and contest pilots. The quiz commenced soon after the food disappeared. So that there could be no team stacking, participants drew a letter from a luck dip to see which table they were to be seated. In all we had four tables of four, with the teams being the Aces, Kings, Queens and Jacks.

The quiz comprised of six rounds with between 12 – 16 questions, from general knowledge to glider pilot records. It was a good laugh and there were even some serious competitors amongst the tables. For bonus points there was even some singing. David Hirst and Derek Shipley carried out two marvellous duos but a bonus point had to be deducted for David's solo effort as he didn't really know the words.



The quiz lasted about one and a half hours and we had a tie for second place. This caught the quiz masters by surprise as being their first time at running a quiz they didn't have a tie breaker question at hand. A question was sorted and we then had official placings. The winning table was the Jacks with 53pts. For the victors a bottle of wine was presented to be shared.

It was the first trivia night that has been held at the club and the feedback has been really positive, so watch this space for the next quiz night evening.

taskPilot by Trace

For me, this year's participation of *taskPilot* has been exceptionally pleasing. It is the first year that it has been used as intended and we have a number of pilots flying tasks and scoring points in the league table. With only a couple of months left and heaps of task flying still available, who will be this year's *taskPilot* Champion?

Taupo Gliding Club League table

League table as of 27 Jan 25

1	Geoff Thompson	Tongariro	645.79
2	Peter Lynch	Tauhara	418.69
3	Trace Austin	Tongariro	344
4	Craig Hunter	Tongariro	263.72
5	Philip Overall	Tauhara	254.48

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. To replace a canopy price today you are looking up to \$20k, even that little sliding window and its rails are around \$1,000.00, 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 and 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. (**see below**)
- 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.

Canopy Cleaning Kit

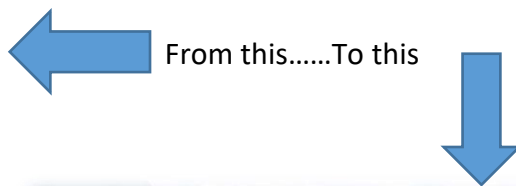
Located in the tow plane hangar is a new canopy cleaning kit. It contains an aerosol spray and microfiber cloth. These items are **ONLY** to be **USED** on the **CANOPY**. Spray a light coating to the canopy in sections and then wipe off. If you have any questions, contact Trace.



Around the Club



Eric keeping busy



Upcoming Events

Just a quick reminder about the following events.

- *taskPilot* Championship – 2nd November 2024 – 31st March 2025
- Central Districts Contest – 15th -22nd February – Waipukurau
- Grand Prix – 1st – 9th March – Matamata

Humour

