OUTLANDING

The Taupo Gliding Club's Newsletter

March 2025

Welcome all to this edition of Outlanding. We are now coming to the conclusion of the flying season with cooler conditions descending upon us. I do hope that you all have enjoyed the summer and that you achieved your goals that you set yourselves.

Although we will have these cooler conditions arriving we will still be able to fly locally and of course we have trusty old Mt Tauhara to play with. So enjoy every flying day that you can get.

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 2025.

Fly well and have fun! Cheers, Trace ☺

Inside this Issue….

CFI Info *by CFI Colin McGrath*

Release Calls - This month I wanted to look at an issue that was raised by some of the senior contest pilots during this season's competitions which was the calling of **Glider released** at the top of the tow.

They feel that there is potential for confusion especially when there are multiple tow planes towing which could lead to an incident.

There is also potential for these calls to be heard at other sites using the same radio frequency which could also cause confusion. An example being Centennial Park and Drury.

A more correct procedure would be to give your call sign as part of the release call. ie - (Charlie Papa released). This would allay the potential for confusion.

By doing this all the time a habit can be built up so when there are multiple tow planes in use it is automatic.

AOPA *by President Martin Jones*

I had a call from a chap called Tim Pearce three plus months ago asking if they could have the AOPA group fly into Centennial Park for two nights with a BBQ on the Sunday evening.

Firstly, who is AOPA? AOPA are the Aircraft Owners and Pilots Association.

A quick chat with the committee to get their approval, which all agreed, and then confirmation back to Tim before approximately 30 aircraft of all makes and models flew into our field along with their crew on Sunday the 9th of March for a two day stop over.

We ended up cooking some 80 beef burgers and sausages with onions, coleslaw and salad finishing with an ice cream on a stick.

A ***BIG BIG*** thank you to all club members and wives for helping to make this happen.

On Monday APOA flew to the Rangitaiki air strip then onto Murupara and Opotiki and back for an evening out on the lake.

Their next stopover was Te Kuiti for another two nights. In all it was a very successful weekend for AOPA and the club.

MSC Grand Prix *by Trace*

The Matamata Soaring Centre Grand Prix was held at Waharoa airfield between the 1st and 9th of March. There were a good number of entrants and the field was divided into two classes.

With an FAI grand prix all of the gliders have the same wing loading, and as we all do not have the same wing loading the handicap system is used. Hence the two classes using the Open and Racing class handicaps. All this really means is that the higher handicapped sailplanes have to fly further and this was achieved by making a large circle at the first turn point. It also creates a scenario for close finishes.

The GP is more of a spectator sailplane event. All the gliders start the same as they do in yacht racing by crossing the start line together. They the race is on. The first one home is the winner. Spectators could easily watch the field on the glider tracking sites.

In all there were six flying days. There was some rain as with all flying contests, there was wind and there were days when gliders gridded but didn't fly but in all it was a great week with some excellent tasks. The evenings had awesome meals and of course the banter about the days flying over a drink or two.

As the last contest for the season concluded there could only be one winner in each class which were David Johnson – Open Class and Phil Rees – Racing Class. Congrats to both.

Champions

GP Class A				GP Class B			
1	VM	David Johnson	51	1	GJ	Phil Rees	47
2	OP	Tim Bromhead	46	2	VC	Steven Care	44
3	TD	Tony Van Dyk	39	3	OZ	Anton Lawrence	33

The MacCready Ring

The American soaring pilot Paul MacCready discovered that, during cross-country flying, it is possible to vary the glider's inter-thermal speed in accordance with the strength of the thermals being found. It is a simple enough theory; the stronger the thermals, the faster a pilot should fly between them in order to maximise cross-country speed.

Utilising the glider's "polar curve" of sink-rate versus airspeed, a MacCready Ring can be constructed. This ring is fitted around the dial of the variometer and is controlled by the pilot.

The arrow on the ring is rotated by the pilot to the **average** rate of climb experienced in the last thermal. Note that it is important to set it to the average climb rate, not the maximum seen by the pilot on the variometer. Most pilots are optimistic. If the ring is set too high for the prevailing conditions, the glider will be flown too fast and this may result in getting unnecessarily low on a cross-country flight and losing time by struggling back up again. In an extreme case, setting the ring too high may result in an outlanding.

Having set the ring, the pilot flies the glider in accordance with where the variometer pointer indicates in the sink range. The picture on the left has the MacCready ring set for 2.5 knots. The glider is also in 10 knots plus of sink so the pointer is indicating that the glider should be flying at 89 knots. If the pointer was indicating four knots of sink then 75 knots would be required as indicated on the ring. Increasing the speed will of course increase the sink rate and the pointer will move further downwards. However, the situation rapidly stabilises and the pilot soon acquires the knack of varying the speed of the glider to suit the variations in sink rate, speeding up as sink increases, slowing down as sink decreases.

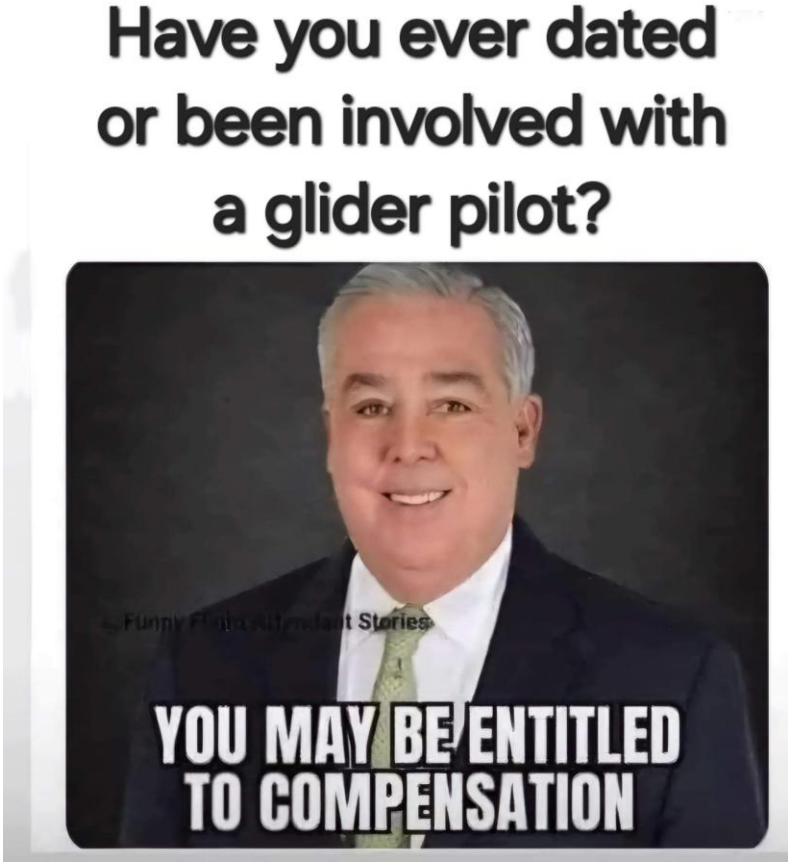
It might appear that the progress of a glider on a cross-country flight somewhat resembles that of a dolphin. This is exactly what it does look like, and the technique of speeding up in strong sink, slowing down in lesser sink, is known as "dolphin soaring". This is often applied to the extent that, on a good day, a pilot may not bother to circle in all of the thermals, but will "dolphin soar" through most of them, only stopping to circle in one out of three or four encountered on track.

Upcoming Events

Just a quick reminder about the following events.

- Supercars – 10-13 April

Humour


Have you ever dated or been involved with a glider pilot?
YOU MAY BE ENTITLED TO COMPENSATION