

# OUTLANDING

The Taupo Gliding Club's Newsletter



## June - July 2025

*Welcome all to this mid-winter edition of Outlanding. It may be cold at present and the shortest day has been and gone so rest assured summer is just around the corner. I see Trev had an enjoyable cross country flight not so long ago. It was the first time that he has completed a cross country flight out of Taupo in July. Well done Trev.*

**CONGRATULATIONS Martin Jones. Martin was recognised for all his time and effort around the club with a Life Membership. Well earned.**

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

*Fly well and have fun! Cheers, Trace ☺*

## Inside this Issue....

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## From the President - *Martin Jones*

I would like to welcome the new committee for this year. I thank Ivan for all his work during the past year. Ivan will be in the background helping Tom with the accounts etc. We welcome Geoff Thompson as vice president and Neil Harker on the committee. Neil will represent us at MSC.

### ***So, what is happening around the club?***

Some of you may have noticed that the racing club have finished their earth works and installed a new fence along the new boundary line. Peter has repositioned the diesel storage tank near the windsock. As part of the agreement, they have also moved the pumice from by Craig's hanger. Colin to tidy up topsoil very soon.



The big plan currently is to get the club moving. I presented the committee with a promotion plan as follows:-

We have a subcommittee of four being Martin, Hugh, Geoff and Trace. We plan for the next three months to have half page ads in the Taupo and Rotorua paper once a month along with More FM and may be ZM radio advertising. They have offered some very good online ideas as well.

We also have been offered a free spot at the Sunday Market where we plan to park a glider in the centre on Sunday the 7<sup>th</sup> of August. Trace will be doing a radio interview on Tuesday the 5<sup>th</sup> of August with MoreFM. This will be followed up with newspaper and radio advertising over the next three months.

There is a second subcommittee of Geoff, Tim and Ivan who are to look at the possible selling of TPO while it still has engine hours and purchasing a more fuel-efficient aircraft as Matamata has done. Ivan has done a cost benefit analysis and feels that there are savings to be made. Geoff is proceeding with obtaining a quote for a new tow plane and Hugh is enquiring about getting charitable trust funds and GNZ funding for the balance.

And yet another subcommittee. Hugh, Tim and Ivan are working on bringing the constitution up to date before the end of the year. I have been told it is a laborious job. Well done to the team.

Peter has been working on fixing the gates around the airfield and has them all lockable as well as making it more difficult for crims to lift gates off hinges.

Peter has also fixed the oil leak on the tractor. He has also made up a service plan for the tractor and ride on mower to be placed in the workshop.

Peter pointed out that fuel storage on the airfield is not up to standard so he has placed new safety signs around the workshop for a start but may have to look at safer storage in the long term.

I will keep you all updated on the above as we make progress.

At the last meeting the committee agreed to GCP to be free after one hour as long as no one has it booked. This is to encourage more dual cross country flying.

All from me, Martin.

## Committee 2025/2026

Patron	Trevor Terry
President	Martin Jones
Vice President	Geoff Thomson
Club Captain	Trace Austin
Manager	Tom Anderson
Secretary	Hugh de Lautour
Committee	Neil Harker – John Chittenden – Peter Lynch – Craig Hunter – Mathieu Turquier
C.F.I	Colin McGrath

## Awards 2024/2025

**Most Improved Student** – (Taupo Gliding Club)  
*Peter Lynch* – (Determined to be the best student ever)

**Most Improved Pilot** – (Taupo Gliding Club)  
*Geoff Thompson* - (Never in a hurry playing it safe)

**Landout** – (Norman Marsh Trophy)  
*Geoff Thompson* - (Every landing you walk away from is a good one)

**Tail End Charlie** – (Radio Lakeland Trophy)  
*Martin Jones* - (For all of his electrical work around the club)

**Club Member’s Trophy** – (Tom Anderson Trophy)  
*Ivan Booth* - (Setting up zero accounting and his assistance to Tom)

**Toilet Seat** – (Taupo Gliding Club)  
*Craig Hunter* – (Airspace Infringements)

**Height Gain** – (Taupo Gliding Club)  
*Trev Terry* - (6,800’ No problem from Trev)

**Most Meritorious Flight** – (Trev Terry Challenge Trophy)  
*Craig Hunter* - (Around the lake in the Libelle-GIA)

**Wooden Spoon**  
(Not awarded this year)

**Tow Pilot Trophy** – (Tom Anderson Trophy)  
*Brian McLachlan* – (1840 tows)

**taskPilot Champion** – (Trace Austin Trophy)  
*Geoff Thompson* – (pts)

## Airmanship, Competition

**Airmanship** - (Buck Jones Trophy)

- 1<sup>st</sup> Craig Hunter – 334 pts
- 2<sup>nd</sup> Colin McGrath – 329 pts
- 3<sup>rd</sup> Mathieu Turquier – 328 pts



## Annual Dinner and Awards Night

A delightful evening was spent at the club for the Annual Dinner and Awards night. The menu featured a Potluck selection, and the theme was a Jacket attire. Following dinner, Martin presented the awards to the deserving pilots and club members for their achievements over the last 12 months. Congrats to all.



## Hobby Expo

There were “Trains and Boats and Planes” as well as trucks and vintage cars, at this year’s Hobby Expo which took place on the 5th and 6th of July. This was the 30th edition of the Expo and of course Taupo Gliding Club was there.

Our ASW28 (SS) was as normal a main attraction and drew a lot of attention from both youngsters and adults. The youngsters were particularly keen to climb into the glider and get the feel of the controls, this being done under the watchful eye of a duty member, and the adults wanting to know how far it can fly.



We collected several names and email addresses from people who showed an interest, and these will be followed up to encourage a visit to the Club to learn more about what we do.

Sadly, in this era of a cashless society we were unable to raffle our Trial Flight as we had no portable Eftpos machine. I am sure this is easy to rectify, and we will be back in business next year.

## The Other End of the Tow Rope by Collin Shea - (Taken from Wings and Wheels)

Before I get started, I want to make something very clear. I have been a tow pilot for about a year and a half now, and in no way have the experience like some reading this may have when it comes to towing gliders. But one thing that I’ve noticed is that most tow pilots have a glider rating; however, most glider pilots do not tow. So that was the inspiration for this article, let me put you in the perspective of flying the towplane. Because, as some may forget, even though soaring is a hobby and passion, there is another life, just like yours, on the other side of that rope.

### More tug upsets than ever

The British Gliding Association has compiled data over the past few decades and has come together with this information. Between 1978 and 1985, there were five fatal incidents; after that, the incident rate went to less than one per year until 2008. From 2008 to 2018, the frequency went to three per year, and in 2019, there were seven fatal accidents. My point is this: We need to do better than this as glider pilots; tug upsets are preventable. But when you become complacent on aerotow, you are putting someone's life in jeopardy. Period.

### Towing, from the tow pilots point of view

Think of it like Newton's Third Law: for every action, there is an equal and opposite reaction. That same theory applies to aerotow. Let’s say you are in a 2-33 that weighs about 1,000 LBS give or take, attach that 2-33 to a towplane with a standard 200 FT tow rope, and you now have a lot of weight and a lot of responsibility to maintain a safe position during the tow.

### The glider gets high on tow...

Much like a seesaw, if the glider gets high, the weight being exerted by the glider to the towplane raises its tail because we are essentially lifting it up. And if that tail is getting high, his nose is getting forced down.

So the glider gets high, the tow pilots' nose gets pushed down, and they begin to bring aft elevator to keep the pitch from changing. At this point, if I am towing and I am having to feed in some

back pressure all of a sudden, I am on high alert. Hugh Grandstaff, who has written in this same newsletter, told me that when I got my towing endorsement, I would start having to compensate on my end for what the glider is doing. My hand should be headed towards the release so I am ready to release from my end if the situation begins to get worse. I am still flying my airplane, prepared for release if I have to, and eyeballing that glider in my mirrors. Most times, the glider pilot will fix their mistake and get back to the normal position, except for a few rare times. However, if I begin to run out of control authority, I have no problem snatching my release and feeding the glider pilot their tow rope.

### **The glider pilot gets low on tow...**

Here we have a bit more control of the situation. What we consider “high tow” is actually level with the towplane, and what we consider “low tow” is below the wake. The situation becomes the same, but just in reverse. If the glider begins to become extremely low, the tail will be forced down and the nose will be pushed up. Again, if I start running out of control authority in the towplane, I will release, and you will get the rope.

### **The glider pilot gets way too far out to either side...**

If the glider gets too far out of either side, the tow pilot will begin to lose rudder. If you are way out to the right, my nose is going to begin yawing to the left, so I must compensate with right rudder. And just like what you have read above, when I start to run out of rudder authority, I will release, and you will get the rope.

### **What makes a safe tow... safe?**

This rule applies to anything in aviation; always fly the airplane. Fly the airplane if the canopy comes open at 100 FT AGL, fly the airplane if a snake is crawling up your pant leg, fly the airplane if you realize after lift-off that your tail dolly is still on, or even when you want to adjust that Cambridge vario volume to be louder since the wind going over the canopy is too loud to hear it, fly the airplane. Fly the airplane into the trees if you find yourself over nothing but forest. Always. Fly. The. Airplane. When you stop flying your airplane, your chance of damage to the plane, the tow pilot, and yourself skyrockets.

What is one of the many things that we, as glider pilots, do that power pilots don't worry about? Aerotow. So when that canopy flies open and you are still on tow, you fly your airplane, and part of flying your airplane is to make damn sure you are in a safe position relative to your towplane. If you are not in a safe position behind the towplane, you need to release. And if you have lost sight of your towplane and haven't released already as you should have, you were not flying the airplane.

### **Factors that can lead to unsafe aerotows**

#### *Glider with C.G. hooks*

Take this comment with a grain of salt. Flying a C.G. hook-equipped glider is only dangerous if you let it be; just flying with a nose hook can be dangerous if you let it be. A glider with a C.G. hook is literally being towed from the centre of gravity of the sailplane; this results in the glider being more sensitive and more prone to pitch oscillations than a traditional nose or chin hook. But do not fall victim to thinking that just because it has a C.G. hook means you shouldn't buy or fly that particular glider.

#### *Lack of experience with aerotow*

Just like anything, if you don't have much experience on aerotow, especially in bumpy conditions, consider going up with an instructor and feeling more confident before going solo. There is absolutely no harm in asking for some help.

#### *Bumpy Conditions*



Guess what, our best distance and duration flights often come at the cost of having a bumpy aerotow. When it's bumpy, do not be afraid to be a bit aggressive with your control inputs if it results in staying right behind your towplane. It's better than being gentle and finding yourself with a ridiculous amount of control deflection, and most times, a slackline bow.

There are many more factors, and I highly encourage you to read about these in your training books.

**The main point**

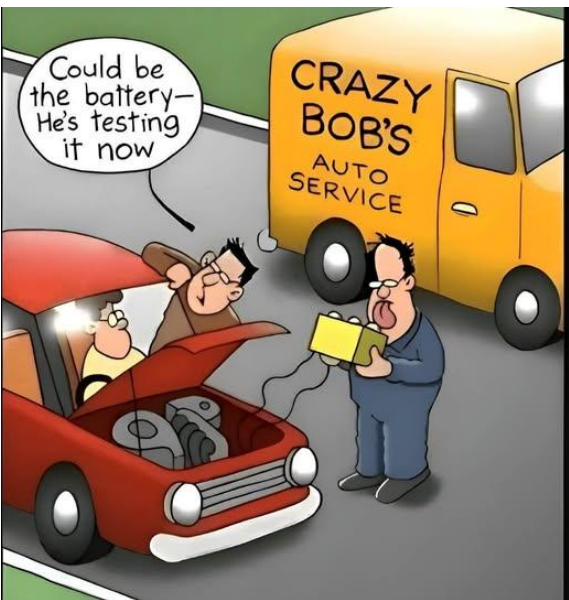
The point is this, fly your airplane and think about how you are getting complacent while on tow can have fatal results. If at any point you feel like you are unable to control or fix your position on tow and are nearing or already at a dangerous position. **RELEASE**. And if at ANY point you lose sight of your towplane, **RELEASE**. Even if it means a straight-ahead landing off-airport. I think a large factor of why gliders take so long to release (if they do) once they become dangerously out of position is because they tell themselves in their head "this can't be happening to me!" and try to normalize it, and while this is happening you are just getting, even more, out of position. Guess what, it can happen to you, and if you need to release, do it. Don't try to normalize something that is NOT normal. We as glider pilots are better than this, but we need to fly our airplane, we need to maintain proper tow position, and we **NEED** to remember the consequences if we don't.

**Upcoming Events**

Just a quick reminder about the following events.

- TGC Summer Promotion – August to December 2025
- *taskPilot* league – 01 November 2025 to 31 March 2026
- Central Plateau Soaring Competition – 08 to 15 November 2025
- Northern Regionals – 29 November to 06 December 2025

**Humour**



**DEVICES USED TO FIND WATER**

