

# OUTLANDING

The Taupo Gliding Club's Newsletter



## August - September 2025

*Welcome everyone to this edition of Outlanding. It is now getting warmer, the days are getting longer and we go into daylight savings on the 28<sup>th</sup>. This means summer is getting closer and so is the new soaring season. In the lead up to summer, we have been busy with the promotion campaign including the open day with the hope of gaining new flying members.*

*Accordingly, as we gear up for the soaring season it is also time to start thinking of how we can each support the club. We kick off in early November with the Central Plateau Soaring Competition and at the end of November we host the Northern Regionals Competition. With the first two comps being in Taupo we will need member support. If you can assist do so, please do so. It takes a lot of effort on the ground to support pilots and your time and effort is appreciated.*

*If anyone has an article or notification to be included into the next newsletter, please have to Trace by 20 October 2025.*

*Fly well and have fun!*

*Cheers, Trace*

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It's now almost October, the weather is starting to warm up and some days are showing good signs of being soarable. With that in mind, we should all be thinking about our preparation and goals for the upcoming season. Things like getting annuals done, parachutes repacked, Badge flights etc.

Another thing to be thinking about is how current you are after the winter. A lot of us have done very little, if any, flying over the last three to four months. So currency is a real issue for most of us. Some revision of pre-flight and inflight checks is a good place to start.

### **I'M SAFE**

I = Illness	Am I suffering from any illness or symptom of an illness?
M = Medication	Am I currently taking any drugs (prescription or other)?
S = Stress	Am I overly worried about other factors in my life?
A = Alcohol	Consider alcohol consumption within the last 8 to 24 hours.
F = Fatigue	Have I had sufficient sleep and taken adequate nutrition?
E = Eating	Am I properly nourished and hydrated? A balanced diet?

### **Pre Boarding -ABCDE**

A = Airworthy	Is the glider airworthy right now?
B = Ballast	Glider loading is within placarded limitations
C = Controls	Check all controls
D = Dollies	All dollies and ground handling equipment have been removed.
E = Expectations	A quick review of what might be encountered in the first part of the flight

### **Pre Take-off - CB SIFT BEC**

C = Controls

B = Ballast

S = Straps

I = Instruments

F = Flaps

T = Trim

B = Brakes

**E = Eventualities - See Below**

C = Canopy

**Eventualities** - *The main purpose of this check is to briefly mentally rehearse actions that you may need to take quickly in the first few seconds of the launch Aerotow Launch.*



**SASOB** - Straight - Accelerate - Signals - Out of Position – Break

**Straight** = Keep straight on ground roll - else release and apply wheel brake.

**Accelerate** = Airspeed **60kts** by **(Just over the hump in the runway)** or otherwise release and land ahead.

**Signals from Tug** = Rudder waggle = close air brakes, Rock wings = **RELEASE!**

**Out of Position** = if I can't recover promptly (or tug disappears) = **RELEASE!**

**Break in rope** = before reaching a safe height to return to the runway = wings level + land ahead

### Pre-aerobatic Check – HASELL

H = Height

A = Airframe

S = Security

E = Engine

L = Location

L = Lookout

### Pre-Landing Checks - SUFB

S = Straps

U = Undercarriage

F = Flaps

B = Brakes

## Open Day



Sunday the 22<sup>nd</sup> of September saw the club hold an open day for the public.

Unfortunately the weather didn't cooperate as we would have liked which definitely put a dampener on our plans. In the end we packed up everything at 2.00PM.

On positive notes, we did have one visitor, James a PPL pilot, who will be back and will take the opportunity of the Promo300 and we had the most club members attending on a flying day for some time.

Thank you to those that attended and helped get the gear out.



PROMO300

**Learn to SOAR NOW**

If you like flying you will LOVE gliding  
There is no other activity like it

1 Trial flight normally \$250.00  
**BUT FOR 3 MONTHS ONLY**  
Mid August to mid November

1 Trial Flight plus 2 extra Training Flights  
**ALL for \$300** gst incl

Open to All Ages

info@taupogliding.com  
07 378 5627 - Club  
027 493 9272 - Manager  
421 Centennial Drive, Taupo

**TAUPO GLIDING CLUB**

Our pre summer promotion offering three training flights for \$300 is going well, whereby six keen and budding pilots of the sold packages have either begun their aviation adventure or are diversifying.

As part of our advertising campaign, we took the PW5 down to the Taupo Markets which generated a good amount of interest. The next planned market day is on Sunday the 28<sup>th</sup> of September.

We have also had advertising on the radio and newspaper as well as social media. All going to plan it is hoped that we will generate new members for the club as well as the gliding community in general. If anyone can assist at the markets, please contact Martin.



Left – Dylan and Rod



Below – Eric, Trace and Pam

Right – Keren, Trace and Tom



A blast from the past. Memorable days.

*This is the story of "My Beautiful Wings."*

The year was now 2004 and once again I was flying club gliders and frustrated at needing to return them. Weetbix (GBX) had moved on and I was in the market for a serious (fiberglass) glider. I was selling cars, cleaning cars, cleaning planes, water blasting and instructing. I was living in a twelve foot caravan at the airfield with my two German Shepherds and loving it. I had just finished mowing the airfield and after putting the tractor away I wandered into the glider workshop to see what was being worked on in there.

Turning on the lights revealed a beautiful pair of gleaming nine metre wings. Oh my god they looked nice, in fact sitting here writing this (after midnight) the thought of those wings still gives me goose bumps! They were set up on trestles carefully covered with foam and blankets and were being buffed. Their huge aspect ratio meant they were only a metre or so wide at the root, staying parallel past the spoilers, then tapering down to about 40cm at the tip. No winglets in those days but she had beautifully sculptured vortex generating tips. These doubled up as skid pads when landing.

A further inspection showed my old friend, dual action scissor brakes like the Skylark had. Hmm! This was a high performance machine. What did this glider look like? Who made it? What was the fuselage and empennage like? Who owned it?

After locking up and feeding the dogs it was bed time so I retired to my tiny little 12 foot box with a bed in it and had a nice night dreaming of those lovely wings. I had work the next day and wanted an early start in the hope I could do some instructing in the afternoon and get some free flying in. The weather put paid to any flying the next day so after work I shot over to the glider workshop to see whether those wings were there.



Inside buffing away on the wings was a man I had never met before who introduced himself as Malcolm. He had just moved to the area and joined the club and was getting his glider ready for an inspection as he had not flown her for a while. I gave him a hand turning the wings so he could polish the other side and he asked if I was going to be around next day as he needed a hand rigging it. (Putting the wings on and preparing her for flight) Sure no problem. I was aching to see how she would look, but what is this glider? "A Schempp-Hirth Open Class Cirrus built in 1968, 18 metre span, 44:1 glide ratio, retractable wheel with disc brake, drogue chute and can take water ballast" he said, "Oohhh" I said. What a lucky man to own such a machine.

Next day being a Saturday meant no work and a rostered on duty instructor on deck meaning no flying for me. Malcolm arrived early and the first job was to wheel the fuselage out of the covered trailer. Hmm even the trailer looked good for the job. We rolled it out into the sunshine and sat it on a wooden stand made just for that job. This gave me a chance to look at

parts I hadn't seen. The first surprise was the lack of the T tail. Instead it had a fairly small vertical stabiliser and a very small horizontal one. The rudder itself was made in the old style of tapering wider from top to bottom. The nose and cockpit area were rather more bulbous than I had imagined so I was a little disappointed.

The next 30 minutes was spent fitting the wing pins, ailerons and spoiler linkages. A stand was put under one wing and a wheel for moving was attached to the other. Now I could stand back and see what it looked like assembled and my o my, what a beautiful lady she was. There was no doubt she was a lady. What I had mistaken for bulbous was now a beautifully curved and sculptured fuselage. The wings fitted into the beautifully molded fuse which tapered down to the end where a streamlined bulge housed the drogue chute for short landings. The empennage still looked small but looked stylish now rather than old.

"Have a sit in her and see what you think but you will need to put the parachute on as that is your seat cushion". After fitting the parachute I was suddenly brought into the reality of the



seriousness this girl required, I slid into the cockpit like putting on a pair of jeans, felt the rudder pedals just where they should be, closed the canopy and breathed. I was at home. I swivelled my neck to the right and here were my beautiful thin wings stretching out to make extensions to my arms for a total of 18 metres. (The Skylark was 7.5 metres)

"Wow this is just beautiful, I feel like this glider is part of me. When are you going to fly her"? "I haven't flown her for a long time he said. I cannot bring myself to sell her so I am looking to sell a half share, do you know anyone who would be interested"?

He was still talking as I walked to my car to go to the bank. Within an hour I had paid him \$12k in cash and was sitting in my beautiful lady in the fading light going through checks and getting fully acquainted with the controls and instruments. I remember the moon coming out from behind the clouds and seeing her sitting there, canopy and wing covers on and staked securely to the ground. She looked beautiful, she was half mine and she was waiting to take me on many journeys and teach me many lessons. I hardly slept that night with the excitement building and the figures and specs I needed to memorise going round in my head.

The next day dawned bright and sunny with good thermals forecast. Malcolm turned up bright and early to assist in my maiden flight. We hitched up the tow gear and off we went to the flight line.....But that's another story.

Thanks for reading and hope you are enjoying these true stories.

Pilot Pete



## Opening Airspace *by Rob Lyon*

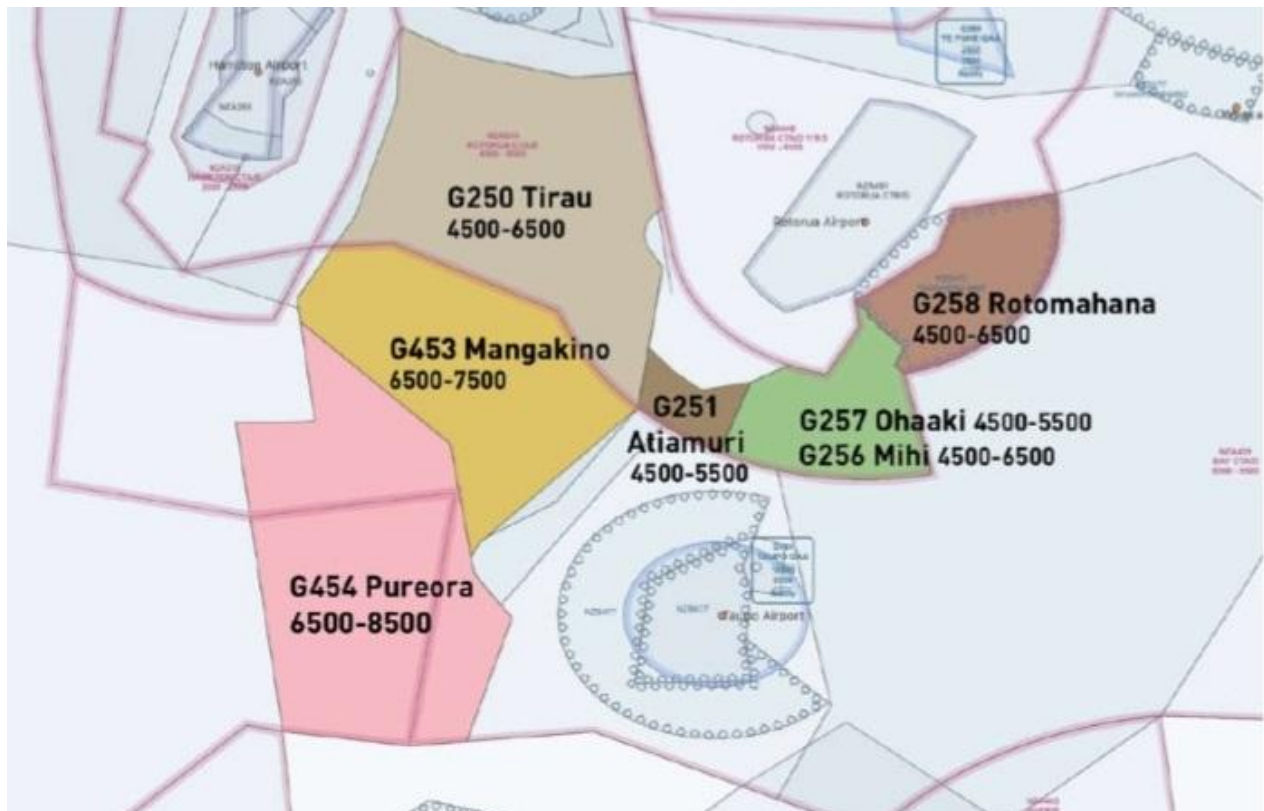
To open Airspace, call **(03) 358 1694** and ask to speak to the **Duty Manager**

To Fly anywhere to the **NORTH** of the Club, Ohaaki Chimney, Waiotapu, Kaiangaroa Village etc. Request the following Airspace from (Open Time) to (Close Time)

- G251 Atiamuri
- G256 Mihi
- *If G256 Mihi is not available, request G257 Ohaaki Instead*
- G258 Rotomahana

To Fly to the **WEST** of Lake Taupo, request the following airspace From (Open Time) to (Close Time)....

- G250 Tirau
- G453 Mangakino
- G454 Pureora



You can always request Everything, but you may not get Everything.

Post the Response from the Duty Manager into the “Soar Taupo” facebook messenger group. **This is especially important if the airspace is refused.**

## Season Safety Briefing



The season safety briefing will be held at Clubhouse on Saturday the 25<sup>th</sup> of October 2025. The time for the briefing will be advised closer to the date. This is MANDATORY for all flying members'.

## Up and Coming

- Pre-Season Safety Briefing – 25 Oct 25 (Mandatory for all flying members)
- *taskPilot* Championship – 01 Nov 25 – 29 Mar 26
- Central Plateau Soaring Competition – 08-15 Nov 25
- Northern Regionals Competition – 29 Nov – 06 Dec 25

## Humour

**Today I saw two jumbo jets cracking a joke**



**The first drone I saw flying around in Primary School**

