Safety Management System

Section 1

Standard Operating Procedures

Flying operations and Training.

Revision 9, 13th June 2022

Issued on behalf of the Training Panel

Original authorised by

Peter Hastings CHIEF FLYING INSTRUCTOR

Revision	Details	Date
5		21 March 2015
6	General Update	30 April 2019
7	Added Section 6 PLUS DI requirement to convert to single seaters PLUS recommendation to carry PLB or SPOT	29 May 2020
8	FLARM clarified (Cl 1.7)	27 June 2020
9	Second signaller, sections 1.4.2, 1.7, 2.7, 3.1, Conversions	13th June 2022

Table of Contents

1. General

This manual of DDSC Standard Operating Procedures, Flying Operations and Training, forms Section One of the club's Safety Management System.

It supplements the GFA Manual of Standard Operating Procedures – Operations Part 2 (MOSP2)

1.1 Responsibilities

DDSC is responsible for all operations at McCaffrey Field. The responsibility for all flying and training is given to the CFI and Training Panel and delegated on a day to day basis to the Duty Instructor (minimum L2) who has the authority to approve or deny any flying in any aircraft at the site or place restrictions or enhancements on operations. This includes visiting pilots and visiting aircraft.

DDSC normally operates with a rostered L2 Duty Instructor who will be in control of operations. The Duty Instructor should conduct a Briefing prior to the commencement of the day's operations with reference to:

- Welcome visitors
- Safety Topic
- Check Club and GFA membership current.
- Weather
- NOTAMs and Airspace
- Wellcamp RPT traffic (https://www.wellcamp.com.au/passengers/fly/flight-status/)
- Airfield hazards and active runway
- Tug pilot and tow out patterns
- Training requirements & glider allocation
- Task Setting

It is important that all pilots, including tug pilot, attend the morning briefing or ensure that they have discussed the weather and procedures for the days flying with the Duty Instructor.
From time to time mid-week operations may be organised for such things as training courses, visiting pilots, or visiting clubs. In these instances, a L2 Duty Instructor will be appointed to be in control of operations.

If an L2 Instructor is unavailable for scheduled operations, GPC pilots may operate as Independent Operators with the resulting responsibilities. Pilots without a GPC will be unable to fly. Other operations are by arrangement, Refer Section 1.10.1 Independent Operations and 4 Oakey Airspace Procedures.

1.1.1 The Duty Instructor has absolute authority for operations and may terminate flying for any reason at his or her discretion.

1.1.2 All pilots shall familiarise themselves with current notices and information before flight, including airspace restrictions, NOTAMS, weather forecast, etc.

1.1.3 The onus is on the pilot to be able to produce evidence of ratings on each flying occasion. Pilots are required to have with them an up-to-date log book and the appropriate authorisations.

1.1.4 DDSC is responsible for Search and Rescue for gliders operating under its jurisdiction. Consequently, all pilots are required to provide adequate information of their flight intentions. Refer Clause 5 and Clause 1.10.1.

1.1.5 It is the responsibility of every pilot to monitor their own currency (see clause 1.4), ratings and ensure that renewals are carried out prior to the required renewal date.

1.2 General Rules

1.2.1 Members should either help to get aircraft ready for flying or stay on the field to assist until all equipment is stored away at the end of the days flying.

1.2.2 Members should assist in normal ground crew duties.

1.2.3 Smoking is not permitted in or within 30 metres of aircraft, within 30 metres of any refuelling operations or in the hangars, clubhouse, accommodation or any other building owned by DDSC.

1.2.4 Solo pilots shall obtain a DI (daily Inspector) rating at the earliest opportunity.

Conversion training to a single-seater will not proceed until the pilot holds a valid (eg FRP) DI rating.

1.2.5 Only financial members of DDSC or other GFA affiliated clubs are permitted to fly DDSC club aircraft.

1.2.6 DDSC reserves the right to remove ratings at any time at its discretion but will always follow the principles of Just Culture.

1.3 Accident/Incident and Airworthiness Service Difficulty Reporting.

1.3.1 All incidents and accidents must be submitted on the GFA SOAR system (Via JustGo), and will be investigated by the Training Panel with the aim of continuous improvement in safety outcomes.

1.3.2 DDSC insists on the reporting of all incidents, accidents and newly identified hazards. It is essential that we report all these occurrences so we can learn from the events, in order to develop process and procedures to prevent repetition. The Training Panel will investigate and review occurrences with concern for confidentiality, Just Culture, and take the view that the information learned from occurrences is to be used to improve our operational performance and for the safety of members and others.

1.4 Currency.

1.4.1 All ratings are issued for 12 months, but lapse if a pilot fails to meet the following currency requirements.

1.4.2 To be current, pilots shall

- Have a current valid medical (refer clause 1.5 below), be a financial member of GFA and an affiliated Australian gliding club.
- Have a valid Periodical Bi-Annual Flight Review (BFR) in accordance with Operational Advise Notice 01/20

- For recent solo pilots a student pilots first flight review will be within a maximum period of 24 months after the initial period of check flights ceasing. Instructors signing off check flights shall also note the BFR due in 24 months in the logbook.
- For pilots with less than 75 hours total flying experience, flown a glider within the last 30 days with aerotow launch
- For pilots with over 75 hours total flying experience, flown a glider within the last 90 days, with aerotow launch
- Pilots who do not meet the above requirements will be required to undertake a check flight or flights with a L1 or higher rated Instructor.
- Have with them at the airfield, an up-to-date logbook with the necessary endorsements at all times.
- Additional requirements apply to all levels of Instructors, refer to GFA MOSP2 Clauses: 11.3.2 to 11.3.5.

1.5 Medical Requirements.

1.5.1 Refer GFA MOSP2, Clause 10.1 and GFA Operational Regulations, Clause 3.2

1.6 Blue Cards.

1.6.1 Any pilot who holds an AEI Rating or above is required to hold a Queensland Child Related Employment Blue Card for Volunteers and keep this notice current. AEIs or above who do not hold a positive notice may not fly with a person under 18 years of age unless:

- That person is a relative, or
- That person is a person for whom they are a legal guardian, or
- The flight is a private flight with a family friend.

1.7 FLARM Collision Avoidance

Each glider flying from DDSC shall be fitted with an operational FLARM device. Note: the FLARM provides SAR data and release height information for Dittolog. Gliders with non-operational Flarms maybe given exemption by the duty instructor on a case by case basis. This is mainly to allow training gliders to continue to operate if their alarms are suspected to be non-operational.

1.7.1 The club shall maintain the current version of the Flarm software for club aircraft (including Tugs).

1.7.2 Private owners shall maintain the current version of the Flarm software for their aircraft.

1.7.3 Tugs should be fitted with an operational FLARM device. Note: the Dittolog will not record release heights of gliders unless the tug has an operational FLARM (and dittolog device).

1.8 Use of Parachutes in Club Gliders.

1.8.1 The wearing of a parachute is compulsory when flying gliders operating from DDSC with the following exceptions:

- The additional weight of a parachute would take the cockpit load beyond the aircraft placard limit.

- Some tall and large pilots find that the use of a parachute can restrict the use of controls or is unacceptably uncomfortable.

1.8.2 This exemption does not apply during any event where a parachute is declared mandatory.

1.8.3 Refer SMS Section 9 Parachute Management.

1.9 Use of Cameras in Club Gliders

The Darling Downs Soaring Club Camera Policy sets out the accepted criteria for the use of "GO PRO" and similar personal camera devices on or in Club Aircraft.

1.9.1 The external use of any camera device whether permanent or temporary is NOT allowed unless in accord with GFA document AIRW-D024 and then only at the committee's discretion.

1.9.2 Cockpit use of a camera device is to be permitted under the following circumstances.

- Cameras may be used during dual training flights at the discretion of the instructor.
- Cameras can be used at the PICs discretion by any solo pilot with a B certificate or above in any club aircraft.
- Pilots flying solo prior to completion of their B certificate will have the right to apply to the L2 instructor of the day to use a camera on these flights. There is no implied right for pilots at this level to use a camera. The decision made by the L2 whether to allow a camera to be used or not will be final and no pilot will have the right to an appeal if refused.

1.9.3 Cockpit use of a camera is subject to the following requirements

- The camera must be installed in accord with GFA document AIRW-D024
- No damage or permanent change to any part of the aircraft is to occur. The addition of velco or similar attachments are prohibited.
- Pilots prior to B certificate allowed to fly solo with a camera may only do so if the camera is arranged in such a way that the pilot cannot access or manipulate the camera in flight. This is to ensure the pilot's attention is fully focused on flying the aircraft on their early solo flights.

1.9.4 Passengers and Air Experience Flight recipients (AEFs) will not have these restrictions placed on them. Passengers and AEFs will be able to have access to camera devices if they wish at the discretion of the PIC and must be well briefed as to what they can do and can't do with the camera as part of the normal passenger/AEF briefing.

1.9.5 There will be no restriction on the use of footage recorded by members in any way however any pilot using this footage to bring the club into disrepute or that shows any illegal or dangerous flying practices will be subject to action by the Committee and/or Training Panel.

1.10 **Independent Operations.**

1.10.1 Should a GPC holder and member desire to fly independently at McCaffrey Field, prior flight approval must be obtained from the CFI. If approval is granted, comply with all the following:

- Comply with any conditions or restrictions imposed by the CFI
- Comply with all necessary airspace requirements, NOTAMS and Section 4 Oakey Airspace Procedures,
- Maintain a SAR log
- Organise a tug pilot (if required).
- Ensure electronic flight and tug sheets are completed as usual/required.
- Organise reliable crew.
- the pilot shall formulate approved written instructions for the crew on the SAR steps required, referencing to the MOSP

The above shall apply where a GPC pilot decides to fly beyond the advised finish time of the Duty Instructor (usually announced at briefing).

1.11 **Wave Flying.**

1.11.1 Pilots wishing to fly in mountain wave conditions shall:

- Hold a GPC
- Have had a briefing on wave flying from an instructor who has wave flying experience and approved by the CFI or other experienced member approved by the CFI.
- Have their logbook endorsed. Refer Clause 1.11.2 below.
- Not exceed an altitude of 10,000ft QNH unless equipped with an operational Oxygen system.

1.11.2 The CFI may give general permission to experienced pilots at his/her discretion. Both the CFI and the briefing Instructor/member shall endorse the logbook of applicants in accordance with permissions and briefing.

1.12 **Disciplinary Action.**

1.12.1 DDSC believes in a Just Culture for behaviour management and will use this process to manage pilot behaviour in the event of unsafe occurrences.

1.12.2 It is, however, the Duty Instructors responsibility to manage flying safety for all members. Therefore, the Duty Instructor has the daily authority to counsel any pilot who in his opinion is not demonstrating safe flying practices. In the interest of safety, of the pilot and others, this counselling may extend to requesting that a pilot undergo additional training to correct unsafe habits or performance and/or restrict solo flight until such training is completed satisfactorily.

1.12.3 In the exceptional case of a pilot deliberately or repeatedly, flagrantly breaking safe flying practices the Duty Instructor has the responsibility and authority to withdraw flying privileges until the Training Panel considers the situation. In such instances the Duty Instructor must notify the CFI and Training Panel as soon as practical. Such instances will require the Duty Instructor to lodge an Incident Report on the GFA SOAR reporting system. The offending pilot has the right to appeal, in writing or in person to the CFI and will be accorded a hearing and be treated under the principles of Just Culture and according to club rules. Also refer MOSP2 Clause 10.9

1.13 **Launch and Circuit Procedures.**

1.13.1 DDSC operates as an aero tow operation and as such follows the procedures laid down in GFA Aerotowing Manual (OPS 0008). A forward signaller may not be used for normal operations.

1.13.2 Once a glider has released from tow, both aircraft are to leave the tow out area as soon as practical.

1.13.3 Glider pilots have the option to release early using the following procedures:

- Pilots releasing low in the tow out area assume responsibility for maintaining separation from launching aircraft and should move away from the tow out pattern area as soon as practical
- Pilots who release early in good lift must consider the safety of others and the increased risk posed by circling in the tow out area. Safety should be the primary consideration in releasing early.

1.13.4 Tug aircraft/glider combinations have right of way and are far less manoeuvrable than a glider, which should move clear of the combination's expected flight path.

1.13.5 Launch Procedures for Self-Launching Gliders.

- Self-Launching gliders should commence their ground roll from the operating launch point and make standard radio calls as per Civil Aviation Advisory Publication CAAP 166-2(0) titled "Pilot's Responsibility for collision avoidance in the vicinity of non-towered aerodromes using "see and avoid"".
- Self-launching gliders should follow the Standard Procedures for towing aircraft see Clause 1.13.8 below as far as practical. With low climb rates, particular care is needed with lookout to ensure safe separation from other aircraft, remembering that unpowered gliders and Tug/glider combinations have right of way.
- Pilots wishing to obtain a self-launching endorsement should first read the GFA MOSP2 Section 20 Powered Sailplanes, and the relevant sections GFA Operational Regulations, which detail the training requirements to obtain a self-launching endorsement.

1.13.6 Standard Circuit Procedures for Gliders.

- Gliders are not to cross the runway at less than 1000ft AGL except as part of the circuit for landing.
- All normal circuits are to be lefthanded.

- Aircraft will descend on the inactive side of the circuit and join circuit with a crosswind leg ideally crossing the threshold of the inactive runway, followed by downwind, base and final legs leading to a normal landing.
- Flying “upwind” in the “downwind” leg of the circuit below 1500ft AGL presents a serious risk of mid-air collision and is not permitted
- Thermalling on the active side of the runway in the vicinity of the circuit area below 1500ft AGL presents serious risk of mid-air collision and is not permitted.
- Entering the circuit radio calls are required as per Civil Aviation Advisory Publication CAAP 166-2(1) titled “Pilot’s Responsibility for Collision Avoidance in the Vicinity of Non-towered Aerodromes using “See and Avoid””. This document is summarised in DDSC Doc 23 Radio Procedures for Glider Pilots.
- At the end of ground roll pilots should vacate the aircraft promptly and remove the aircraft from the runway as soon as practical.
- Only GPC pilots are permitted to “taxi off” and only when they are certain the manoeuvre will not interfere with other aircraft landing or taking off, or cars driving on the DDSC tracks
- Pre-GPC pilots shall land straight maintaining a constant heading.

1.13.7 Exceptions

- In an emergency where the standard circuit may be modified in the interest of pilot safety
- In the case of an instructional flight where the instructor as pilot in command has given a specific instruction as part of the training syllabus.
- If a straight in finish (long final) is being performed.
- If a low level, high energy finish is being performed by a Low-Level Endorsed pilot. This procedure must be performed in accordance with GFA MOSP2 Section 10.8
- If a non-standard circuit or finish is flown that is not an emergency the pilot in command must ensure that all circuit traffic is aware of the non-standard circuit intentions of the glider. Good lookout and aircraft separation must be maintained.
- At no time will these procedures prevent the pilot in command of the aircraft deviating from these procedures in the interest of operational safety.

1.13.8 Standard circuit procedures for towing aircraft.

- The tug aircraft should tow straight out to 1000ft AGL or until well clear of the circuit joining area and then turn left as per power circuit procedures.
- The tug aircraft should continue to climb in proximity of the landing strip so that the glider maintains a safe glide angle back to the strip. Tug pilots are cautioned to be vigilant in strong wind conditions that the combination climbs upwind of the strip. The PIC of the glider may request variation of the climb procedure and this may be done, after the initial climb and turn, at the discretion of the tug pilot.
- After release, the tug aircraft joins cross wind or downwind and flies a wide downwind and base outside the glider circuit.
- Entering the circuit radio calls are required as per Civil Aviation Advisory Publication CAAP 166-2(1) titled Pilot’s Responsibility for Collision Avoidance in the Vicinity of Non-towered Aerodromes using “See and Avoid”

- Tug pilots should plan their circuits to reduce risk and maximise safety regardless of the loss of personal convenience.
- At no time will these procedures prevent the pilot in command of the tug aircraft deviating from these procedures in the interest of operational safety.
- Any variation to standard procedure on a day to day basis shall be detailed by the Duty Instructor at the morning briefing. Therefore, it is important that all pilots, including tug aircraft pilots, attend the morning briefing or ensure that they have discussed the circuit procedures for the days flying with the Duty Instructor.

2. Training Procedures and Progress path

2.1 Glider Pilot Certificate.

2.1.1 The Glider Pilot Certificate (GPC) is awarded to pilots in recognition that they have been trained and assessed as competent to operate a sailplane as an independently proficient GFA soaring pilot following satisfactory completion of the GPC Training Syllabus.

2.1.2 DDSC will conduct ab initio and advanced training leading to the award of a Glider Pilot Certificate in accord with the Training Syllabus set down by the GFA. This training will be recorded in the student pilot's GPC logbook and DDSC Training Card. The DDSC Training Card remains the property of Darling Downs Soaring Club and must be returned to the club for copying at any time requested and on application for GPC. After a copy is retained by the club, the original can be returned to the pilot if requested.

2.2 Radio Endorsements.

2.2.1 Prior to first solo, pilots must receive a GFA Flight Radiotelephone Operator's Logbook Endorsement or already hold a Flight Radiotelephone Operators Licence (FROL). The primary reference document is "Airways and Radio Procedures for Glider Pilots" available on the GFA web site www.glidingaustralia.org

2.2.2 Radio endorsements can be carried out in accordance with MOSP2 Clause 19.1

Guidelines for Radio Usage in the Darling Downs Region - Refer DDSC Doc 23 Radio Procedures for Glider Pilots.

2.3 Advanced Soaring.

DDSC will also provide advanced soaring instruction and coaching following the principles laid down by the GFA and encourages pilots to attempt the various achievement levels laid out in GFA Sporting Manuals.

2.4 Conversion Progress.

2.4.1 It is preferred that training commences in the ASK 21 or DG1001 and extends from there. However, where physical, availability or other constraints are present, ab initio training can be carried out in the Duo Discus. Standard procedure is to evaluate single seater conversions with a check flight in the Duo Discus. However, should the Duo Discus be unavailable, a check flight in the DG may be deemed acceptable. Also refer Clause 2.5 Club Aircraft Solo Flight Conversions.

2.4.2 The standard progress path is:

1. ASK21 / DG1001
2. Jeans
3. Hornet
4. Discus
5. Duo Discus

2.5 Club Aircraft Solo Flight Conversion Requirements.

2.5.1 A conversion flight test is required prior to conversion to a first single seat glider or new type, unless a L2 Instructor waives this requirement due to the pilot's prior experience.

2.5.2 Pilot must demonstrate knowledge of the Flight Manual (and DDSC Pilot Notes if available) for the aircraft.

2.5.3 The conversion must be carried out by an Instructor who has flown the type or has sufficient experience on similar types.

2.5.4 The conversion must be endorsed in the pilots logbook.

2.5.5 Type Specific Requirements for Solo Flight

Aircraft	Min Gliding Hours	Other Requirements
DG1001 / ASK21	n/a	Completion of the solo syllabus and check flight if type not previously flown
Jeans ***	n/a	Off daily checks, B Certificate and Duo or DG check flight**,
Hornet ***	40*	B Certificate, Duo Check Flight**and at discretion of instructor for Jeans hours
Discus ***	70*	

Duo Discus ***	70*	Duo Check flight**

* May be varied at the Duty Instructor's discretion depending on pilot's previous experience.

** Check flight requirement for conversion to type includes demonstrated speed control throughout the flight, correct landing techniques (consistently perform a 2-point held-off landing), at a competency level for the aircraft to which the person is being converted.

*** Shall hold a DI rating applicable for the proposed aircraft conversion (i.e. this is a prerequisite for the conversion training)

2.6 **Authorisation for Cross Country in New Type.**

2.6.1 Prior to taking any aircraft cross country, pilots must have completed five* landings on that type. For flapped aircraft, this would include a range of flap settings.

* The Duty Instructor may waive/vary this requirement depending on the pilot's previous experience.

2.7 **Application for Changed Privileges.**

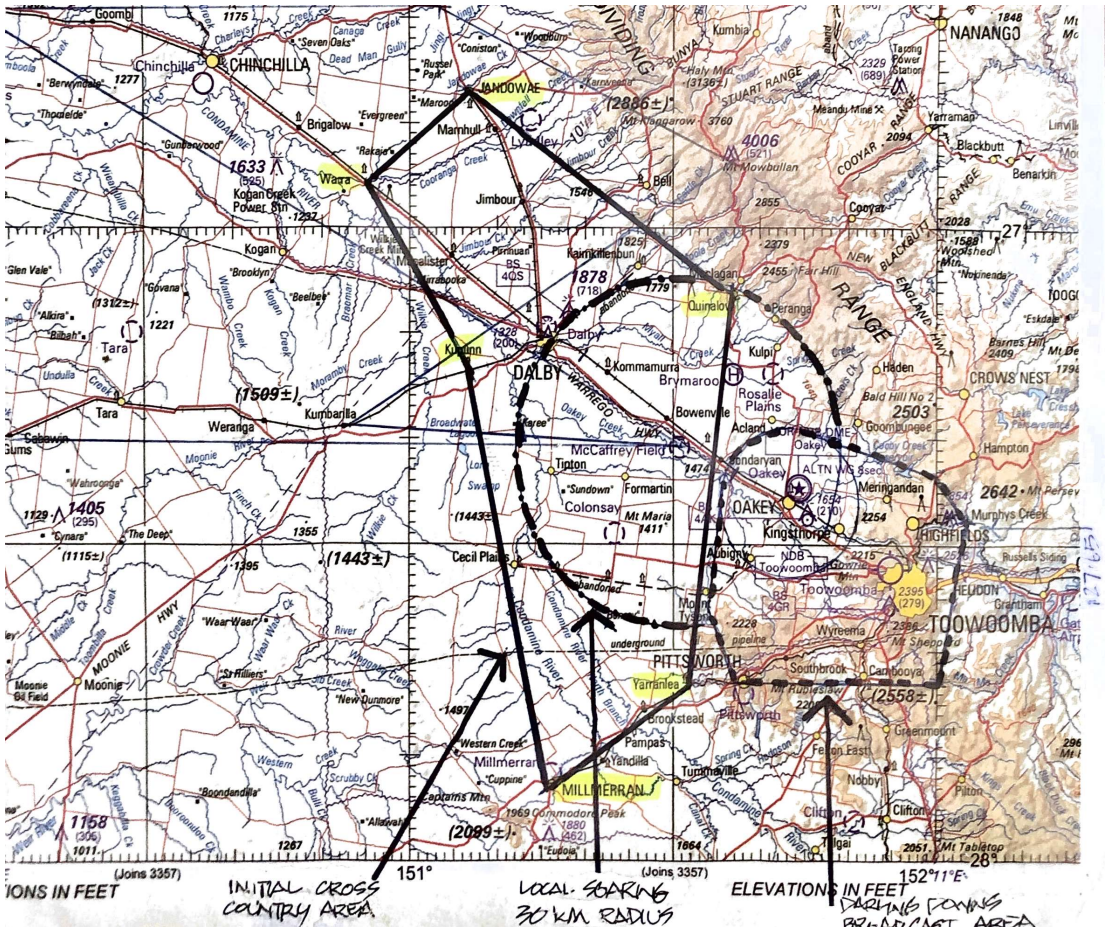
2.7.1 While the Training Panel makes every effort to ensure student's progress through the training system leading to the award of a GPC and ongoing coaching as required, the individual pilot must take final responsibility for their continued progress. The responsibility for ratings rests with the pilot. Pilots shall make application to the Training Panel, CFI, coaches or checking instructor for the necessary approval or rating and have the necessary logbook endorsement and/or sticker issued.

3. Initial Cross Country Flying

3.1 **Initial Cross Country Training Area.**

3.1.1 The Initial Cross-Country Training Area has been established to provide a safe flying area with maximum safe out landing opportunities for pilots flying solo after obtaining their C Certificate, while gaining cross country experience leading to the award of the GPC.

3.1.2 The Initial Cross-Country Training Area is bounded by: Jandowae; Warra; Kupunn; Millmerran; Yarranlea and Quinalow.



3.1.3 Pilots will have this restriction lifted on completion of the Training Syllabus and award of a GPC.

3.2 Requirements for P1 (pilot in command) Pilots Flying Cross Country.

3.2.1 Be able to perform a DI and de-rig and rig the aircraft, including knowledge of how the associated glider trailer operates.

3.2.2 Provide a suitable retrieve vehicle and arrange a retrieve crew.

3.2.3 Pilots holding a C Certificate and have received Cross Country Training, with Logbook or Glider Pilot Training Record endorsement and prior to award of a GPC shall only within the Cross-Country training Area. These pilots shall seek the approval of the Duty Instructor for each flight, who will consider the intended flight in view of the pilot's experience, the prevailing weather conditions, and the terrain to be covered

3.2.4 Recognise that DDSC has a SAR responsibility for all gliders flying from its field and advise the Duty Pilot or Duty Instructor of the details of the flight prior to launch.

3.2.5 Ensure that the aircraft has a serviceable radio.

3.2.6 Ensure that the associated glider trailer is serviceable.

3.2.7 All pilots when flying cross country shall carry a serviceable mobile phone with 'network coverage' when in the Cross-Country Training Area. It is highly recommended that a SPOT, PLB (or equivalent device that uses satellite technology) should also be carried when operating outside the Cross-Country Training Area. This is particularly relevant when operating beyond Millmerran, Miles or Kingaroy where the mobile network coverage deteriorates significantly

3.2.8 Pilots who do not have a logbook or ~~Glider Pilot Training Record~~ cross-country endorsement shall not fly Cross Country

3.3 **Local Soaring Area.**

3.3.1 All Pilots that do not have access to cross country flying areas will be limited to "Local Soaring" only. This would include pilots from first solo until allowed to operate in the cross-country training area after completing their C certificate and Cross-Country training.

3.3.2 The "Local Soaring" area is comprised of an area that has a 30 Kilometre (16 Nautical Mile) radius from the DDSC airstrip and NOT in the Wellcamp/Toowoomba CTAF. All affected pilots flying in this area are always to remain within its limits and be within a glide angle that will permit recovery onto the duty runway following a normal circuit.

4. Oakey Airspace Procedures

McCaffrey Field is located within Restricted Airspace R654B. This airspace is activated by NOTAM and is controlled by the Army Aviation Centre Oakey. A Memorandum of Understanding between The Army Aviation Centre and DDSC is in place to ensure and manage access to R654B by DDSC. R654A, B and C airspace is not normally activated on weekends; however, the Duty Instructor should check NOTAMs prior to commencement of flying.

Midweek deactivation of R654B, for DDSC, is carried out with prior notice to the Army; however, the Duty Instructor is required to check NOTAMs to ensure that R654B airspace is inactive prior to commencement of flying.

R654A and C will generally, never be deactivated mid-week (except for public holidays, etc) Full details of application for release of airspace at other times is contained in DDSC DOC25. A copy is located on the Office Notice Board adjacent to the phone.

5. Search and Rescue (SAR) Action for Gliders

At the completion of the days flying the Duty Instructor will check to ensure that all gliders have been accounted for. If not, they will take the appropriate action at one hour after last light.

5.1 **Procedures**

5.1.1 The GFA MOSP2 Section 8.1.20 details the actions to be carried out in the event of a glider being unaccounted for at the end of the days flying and is quoted as follows:
If any glider remains unaccounted for at the end of the days flying and a message has not been received as to the whereabouts of such a glider or the safety of its crew by one hour after last light, the person responsible for the days operations, (usually the Duty Instructor) must initiate SAR action by telephoning the Rescue Co-Ordination Centre on 1800 815 257 or 03 6230 6899

5.1.2 A copy of all SAR Procedures will be kept in the club office adjacent to the phone and another copy in the Pie Cart.

5.1.3 To facilitate SAR action details of the flight must be given to AusSAR. To assist with this all pilots flying cross country must leave a copy of the proposed flight route with the Duty Instructor prior to launch.

5.1.4 All pilots who elect to fly cross country other than the task set at briefing each day must leave their intentions including turn-points on the white board in the Briefing Room

6. Use of Berwick Airfield as an Out-landing Training Venue.

As at 06 Nov 2019, Berwick Airfield is available for use as an out landing training option.

6.1 **Contact:**

6.1.1 Berwick Airfield - Steve Martin 0437 569 765.

6.1.2 Give as much notice as possible, for example if planning multiple checks, then advise early during the preceding week so weekend staff can be advised.

6.1.3 As an absolute minimum Steve is to be advised BEFORE any out landing training is conducted. **If he cannot be contacted training is not to take place**.

6.1.4 An approximate landing window may also help with communications and coordination at his end. Consider early morning operations as wind may be lower (should help with landing one direction and taking off the opposite direction). Suggested operations should be from 08:00-10:00.

6.2 **Inspection**

While the airfield should be mowed regularly, the Duty Instructor and Tow Pilot must be satisfied that it is suitable for use. An over fly to the north of the airfield, by the tow plane, either independently or with a glider on tow can provide visual confirmation of this if required. If heavy rain has fallen recently and caused rapid grass growth, then a ground inspection may be required.

6.3 **Entry via road**

If there is a need to go to the airfield by vehicle, to either check the airfield condition or to assist with a retrieve, **then it is critical to contact the Manager**, Steve Martin on 0437 569 765, **prior to entering the facility** to obtain permission.

On arrival the procedure to be followed is to sign in at the front gate, before entering the facility. The Office is marked on the overhead map and is located to the right of the Stop sign. You must sign into the Office, as this is a tightly controlled site for Worksite Safety and Biosecurity reasons. The main entrance is via road through Jondaryan (Jondaryan-Evanslea Rd) and the turnoff is just before the Woolshed at Jondaryan. Marked “Kerwee Feedlot”. No paperwork is required to access the strip via air as this is not deemed to be part of the Biosecurity area.

6.4 Berwick Circuits

Neither the glider, nor the tow plane is to fly over the buildings or holding yards under any circumstances during circuit or final approach. This has been requested by the owners to avoid startling the animals and should be treated as a non-negotiable requirement. **Do not place the glider or tow plane into a position, for any reason, where you need to fly over buildings.**

Note: Failure to comply with the request by the owners to not fly over buildings or holding yards will most likely result in the permanent rescinding of permission to use the airfield.

6.5 Aiming Point

As wing runners are not advisable due to the fact you will need to organise well in advance and complete the required paperwork and entry procedures in order to travel through the feedlot, landings should be conducted so as to avoid pushing the glider any further than required. On landing from the east (runway 28), the glider should roll to the start of the yellow cross hatching (approx. 100 meters from western runway threshold). When the glider is turned, the tow rope should ensure engine noise reaching the stock is minimal. The storage tanks in the aerial photo just to the south of the runway are on slightly raised ground, so rolling just past these tanks should work well.

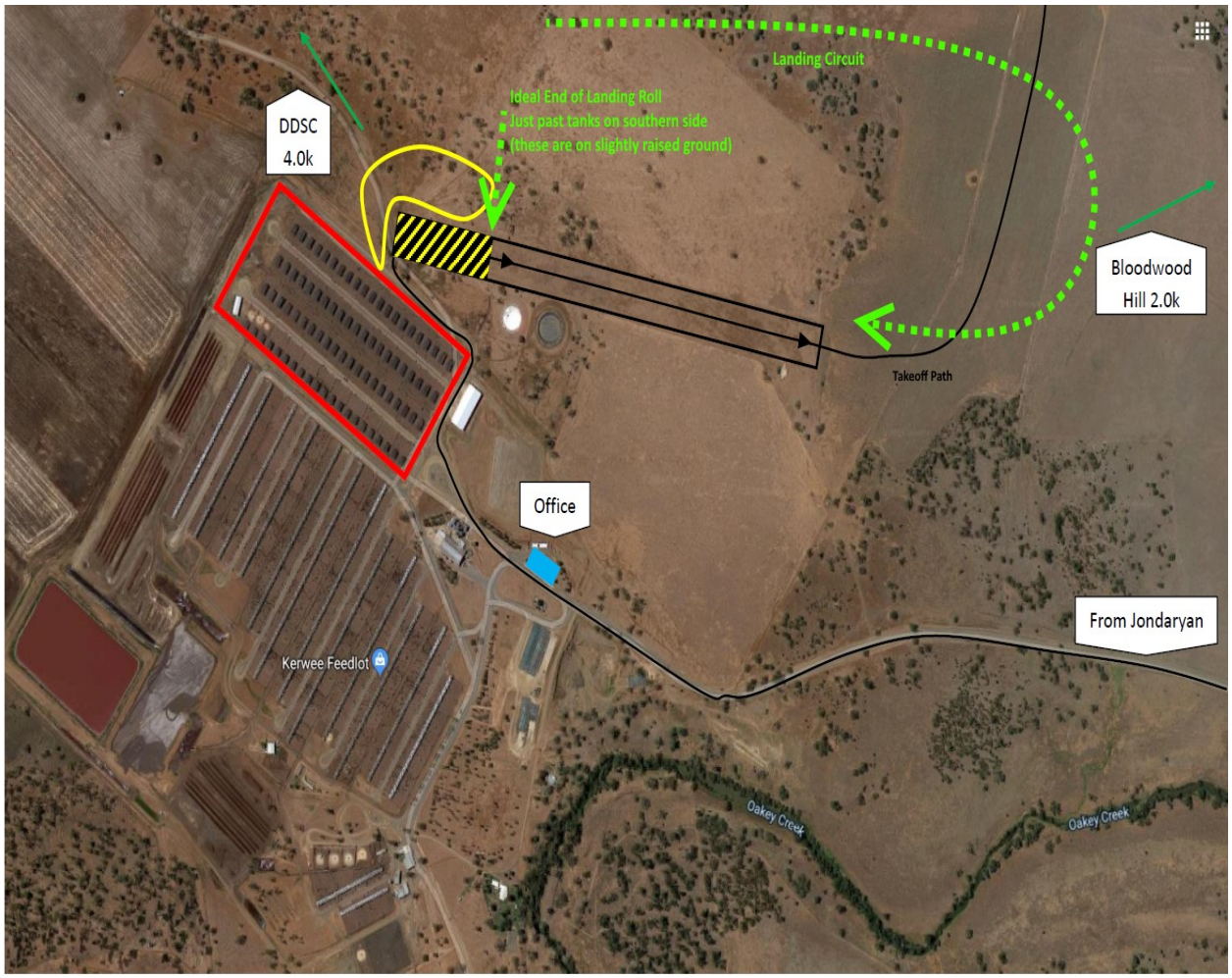
6.6 Airstrip:

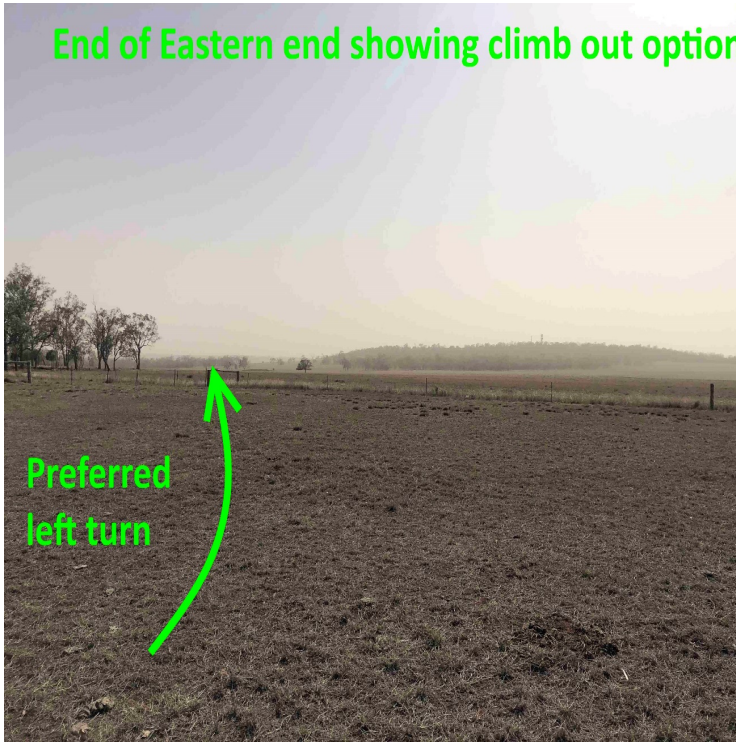
An inspection in early November 2019 found the airstrip excellent condition, with low grass throughout. There is a very slight crest in the middle so you cannot see the end of the airstrip on the take-off roll, however pilots will have been able to assess this on the approach and landing. Airstrip is approximately 10-28 orientation and is regularly slashed and sometimes grazed. Check for usual hazards on approach as items may have been inadvertently left on the landing path. Airstrip total length is 900 meters long and 60 meters wide.

6.7 Operations:

Due to trees off the western threshold in conjunction to noise sensitive buildings, landings will be conducted from the East (landing on 28) using a right hand circuit, and take-offs to the East (runway 10). There are good climb out options with a left turn after take-off or a slight right turn to fly around the back of Bloodwood Hill (see attached diagrams). Glider wing-down take-offs are to be used.

Continued …


Landing Circuit
Ideal End of Landing Roll
Just past tanks on southern side
(these are on slightly raised ground)
DDSC
4.0k
Bloodwood
Hill 2.0k
Takeoff Path
Office
From Jondaryan
Kerwee Feedlot
Oakey Creek
Oakey Creek


End of Eastern end showing climb out optior
Preferred
left turn


End of strip in yellow cross hatched area
looking towards DDSC - note horses
and stock


Takeoff Direction towards Bloodwood H


Trees to side of Western End

END