



Darling Downs Soaring Club Inc

www.gogliding.org.au

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Aspley Qld

c/- BRJ Accountants and Business Advisors Pty Ltd

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TRAINING COURSE INFORMATION

The Darling Downs Soaring Club runs weekend and midweek courses, which are tailored to meet a wide variety of individual needs and expectations while providing a challenging new experience of learning to fly a sailplane.

Eight-day courses are designed to progress you towards achieving solo flight. This will depend on several factors, for example, the weather, your personal aptitude and previous flying experience. For these reasons going solo cannot be guaranteed at the end of the course.

Membership of the Gliding Federation of Australia (GFA) and Darling Downs Soaring Club is required for all courses (3 months, 12 months or 1 month (for international visitors only)).

We will normally try to organise a midweek course if there is a minimum of two people attending, while any of the weekend courses will be run for one or two people. Course members can stay in the club bunkhouse or they can arrange their own accommodation offsite.

The club conducts training every weekend (weather permitting) for club members who wish to fly when their time permits. Opportunities are also provided for more advanced flying for those members seeking to improve their flying skills in such diverse areas as cross country and competition flying, mountain and slope soaring, mutual flying, aerobatics, the carrying of friends and family as passengers and instructor training.

For any further information on club operations or courses, please contact the course coordinator at courses@ddsc.org.au or visit our website www.ddsc.org.au.

Leon Moran

Chief Flying Instructor

Darling Downs Soaring Club

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1 Club Information

The Darling Downs Soaring Club Inc is situated between Jondaryan and Dalby, on the Darling Downs. It is about 200 km by road west of Brisbane. It takes between two and two and a half hours to drive from Brisbane, on a mostly four-lane highway until west of Toowoomba, where the highway becomes single lane. The airfield, clubhouse and hangars are 50 km northwest of Toowoomba just off the Warrego Highway heading westwards towards Dalby. A sign on the western outskirts of Jondaryan Township also gives directions. There is a *Gliding Fields* sign at Mason Road, which is on the left heading west, approximately seven km west of the Jondaryan Township. This sign is on the southern side of the road, opposite the railway line.

The club has been active since 1960 and has been based at its present site since 1969. The club has two two-seater training gliders, one high performance two-seater cross country training glider and three single-seater gliders, all of which are available for hire to suitably qualified pilots and conducts all launches by aerotow using two Piper Pawnee 235hp tow aircraft. Many club members fly their own private aircraft, which are hangared at the club.

The tow aircraft normally tows the glider to approximately 2000 feet above the ground where the glider pilot releases the glider and then circles in rising columns of warm air called thermals. These soaring flights can last many hours if desired, depending on the weather conditions and pilot ability. In winter the opportunity to fly along ridges and in mountain wave over the Bunya Mountains also exists in the right weather conditions.

The State Gliding Championships are held at the club mostly every three years, with up to fifty gliders and tow aircraft operating. Average speeds of 100 km/hr are frequently flown over tasks ranging from 200 to 600 km. A number of 750 km tasks, along with several in the 800 to 900 km range and two 1000 km tasks have also been flown from the site.

The club also hosts cross-country training weeks and runs basic flight training courses.

The name of the club's airfield is McCaffrey Field. Its geographic coordinates are 27.20'57" S 151.30' 50" E and it is 1200 ft AMSL. The runway directions are 12/30 and the grass runway is 1200m long. The Common Traffic Advisory Frequency (CTAF) is 126.7 MHz.

The clubhouse phone number is (07) 4663 7140 or 0409 807 826, the midweek telephone contact number is 07 3177 7614, and the website address is www.gogliding.org.au.



2 Club Contacts

For further information please contact any of the people listed below.

Jenny Thompson

President

Phone: 0417 629 782

Email: president@ddsc.org.au

Secretary

David Nash

Phone: 0427 819 446

Email: secretary@ddsc.org.au

Chief Flying Instructor (CFI)

Leon Moran

Phone: 0415 432 204

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3 Course Outline

No matter whether you start your training on a week-long course, or fly on weekends, the course structure is the same.

The Solo Quest (over 8-9 days) aims to train pilots to solo standard - The course involves 32 instructional flights to cover the training syllabus, plus reference materials and basic accommodation in the bunkhouse. Occasionally available as an intensive week-long course (Saturday to Sunday), otherwise can be taken over a series of weekends. Course costs are available on the website and the course application form. Both courses cover the same training syllabus.

Over the period of the course you can expect that some days are not suitable for training or flying generally, hence why we allow adequate days to cover the syllabus. Should you finish the course early, you may continue to do some flying at club rates, or return home. Generally we will be able to achieve at least 6 flying days, weather permitting.

It should be noted that there no guarantee of attaining solo standard at the completion of any of these courses as much depends on the ability of the student and weather conditions as to the level of progress obtained. Attaining solo standard is the first step to progressing to attain you're A, B and C certificates and Glider Pilot Certificate.

The student three-month course cost is only available to overseas or interstate students, as the intent of the student rate is to encourage students to join the club for a full year, not three months.

Participants in the *Solo Quest* course will be supplied with the following Gliding Federation of Australia (GFA) reference material:

1. Basic Gliding Knowledge Handbook
2. Radio Procedures Handbook including Rules of the Air
3. Pilot Log Book
4. Lookout for Glider Pilots
5. Daily Inspectors Handbook

A deposit of \$500 must be paid when booking any course other than *Trial Introductory Flights*. The balance of all fees must be paid at least one week prior to the commencement of the course, and students must also join the Gliding Federation of Australia (GFA) (refer to the course application form).

Adults participating in the *Solo Quest* course are required to join the club and GFA for at least the minimum membership period of three months. University or school students are required to join



the club and the GFA for a period of 12 months in order to be able to fly at student rates. The granting of student rates is at the discretion of the club committee. It should however, be noted that the student three month rate is only available to overseas or interstate students, as the intent of the student rate is to encourage students to join the club for a full year, not three months. Adult trainees may choose to join the club and GFA for a longer period of one year.

4 Preparation

It is generally expected that a student would arrive the night before a course so that all paperwork can be completed and the student is relaxed and ready to start the course without being tired from a long drive. All training courses start at 9 am each day and students are expected to arrive by 08:30 am to assist with aircraft preparation, if not staying at the club. Generally the same instructor is involved with each student during a midweek course. More than one instructor is usually involved with the weekend courses depending on the course content and duration.

The wearing of a hat, sunglasses, long sleeved shirt, long trousers and sunscreen during the course is strongly recommended to minimise the effects of the sun and prevent fatigue. It is strongly recommended that some form of water carrier is used, such as a camelback, to alleviate dehydration. Warm clothing is essential in winter.

Course members can make use of the club kitchen facilities to prepare their own meals or may choose to obtain their meals from the Bowenville Hotel, Jondaryan Hotel or Jondaryan Roadhouse which are approximately eight kms drive from the club.

In the event of a non-flying day occurring, there are several local attractions that can be visited including the Jondaryan Woolshed, the Museum of Army Aviation at Oakey, the Bunya Mountains, the garden city of Toowoomba, the Zuccoli Warbird Museum and various golf courses within the area.

Course members may stay overnight in the club bunkhouse, which has a bar, kitchen, showers and other facilities. You need to bring your own bedding as you will require blankets in winter and sheets in summer. Alternatively accommodation can be obtained in either of the local hotels or in Oakey or Dalby, which are approximately 25 mins drive away.

The nearest shops are in Dalby or Oakey, approximately 20 mins each away so you need to be a bit self-sufficient.

5 Training Course Outline

The planned flying program is made to suit your pace, with generally 3-6 flights per day. A smaller number of longer flights in the early part of the program can be very beneficial for cementing the flying basics.

Students are instructed in aircraft ground handling, aircraft preparation and an overview of aircraft Daily Inspections throughout the course. They are also taught basic radio procedure in preparation for a GFA Radiotelephone Operators Authorisation.

It is recommended that prospective students have some trial flights such as a *Flying Start* course or a *Trial Introductory Flight* before beginning a training course, to give them an introduction to gliding. Students may have additional flights at their own cost at the completion of a course.

A series of exercises is listed for each days flying and this is normally the minimum that will be covered on each day. However, there may be variations forward or backward in the syllabus to introduce new material or consolidate previous material, according to pilot ability and progress.



Extensive ground briefings are used and are very effective. These briefings give the information the student will need to make best use of the time in the air.

5.1 Week-Long Course

Students participating in the week-long course receive up to 32 flights during the course. The aerotow launches are usually up to a maximum release height of 2000 feet above ground. It should be noted that a number of aerotow launches will also be to a lower altitude during to training requirements.

5.2 Weekend Course

The weekend courses are designed for a single student but two students per day can be accommodated. One club two-seater is allocated per course, per student and is given some preference in launching.

6 Participation and Pitching In

The cost of your course is to cover the hire of the training glider and the tow launches, books, and accommodation, and membership fees. Instructors and tug pilots are volunteers and no-one in the club has a paid position. Volunteers often give up their holidays and spare time to run the courses. Gliding needs support to be able to function. People are needed to instruct, tow, run wings, help with launching, push gliders on the airfield, assist others, conduct daily and other aircraft inspections, and keep track of the flights and the operations. Therefore we need all course participants to become part of the team, and contribute and help out.

7 Course Notes

Refer to your notes provided in Basic Gliding Knowledge. It is beneficial to read this before coming to the course, to memorise the checklists, and to learn the Phonetic Alphabet (in the Radio Book).

7.1 Checklists

Flight checklists can be memorized before coming to the course.

Pre-Boarding	
A -	AIRFRAME (walk around check for damage and/or defects. Maintenance release checked, including DI validity).
B -	BALLAST (glider loading is within placarded limitations and trim ballast, if required, secure).
C -	CONTROLS (check controls, including airbrakes and flaps, for correct sense and full deflections).
D -	DOLLIES (all dollies and ground handling equipment removed).

Pre Take-off Check - "CHAOTIC" - Post-boarding	
C -	CONTROL ACCESS (Seat adjustments secure and positioned to allow for comfortable access to all flight controls, panel switches/knobs and the tow release. Rudder pedals adjusted for reach if applicable).
H -	HARNESS (secure, lap belt low on hips, both pilots),
A -	AIRBRAKES and FLAPS (airbrakes cycled and set for launch, or closed and locked. Flaps set)
O -	OUTSIDE (airspace and take-off path clear. Wind direction and velocity checked. Sufficient competent ground crew available; airspace active or not?). - OPTIONS (evaluate emergency plan in case of launch failure).
T -	TRIM (ballast confirmed. Trim set as required)
I -	INSTRUMENTS (altimeter set, other instruments reading normally, no apparent damage. Radio on and correct frequency)
C -	- CANOPY (closed, locked and clean) - CARRIAGE (undercarriage locked down) - CONTROLS (checked for full and free movement)

Pre-Landing Check - "FUST"	
F -	FLAPS Set as required, ensure not in negative position.
U -	UNDERCARRIAGE Down and locked. Check against placards.
S -	SPEED Safe speed, 1.5Vs.
T -	TRIM Set for the selected speed.

Pre-Stalling, Spinning and Pre-Aerobatic Check "HASLL"	
H -	HEIGHT sufficient for recovery by 1500 agl.
A -	AIRFRAME Flaps, airbrakes, undercarriage, set as required. Trim as required.
S -	SECURITY Harness tight and locked. Loose objects stowed.
L -	LOCATION Clear of built-up areas, cloud, controlled airspace.



L -	LOOKOUT Carry out a 180-degree turn followed by a 90-degree turn in the other direction. Do not carry out a 360-degree turn. In particular check around and below the glider.
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7.2 Basic Radio Procedures

The correct radio procedure will be taught to the student from the first flight of the course and should be used on every flight so that it becomes second nature.

Radio Call examples include:

Glider-Tug Release:

Tug Call/Sign..... rope gone.

Circuit Joining:

McCaffrey Traffic, Glider callsign..... joining Crosswind for runway 30 or 12, McCaffrey (Add right hand circuit if required).

All stations McCaffrey Traffic, Glider call sign..... joining downwind for runway 30 or 12, McCaffrey (Add right hand circuit if required).

7.3 Overview of What to Expect

The outline of the course content from initial flight to first solo is as follows:

- Ground handling and airfield safety
- Effects of Controls and Coordinated flying at a safe height
- Aerotow
- Stalls and Spins
- Takeoffs
- Circuit Planning
- Landings
- Emergencies
- Radio Use and Rules of the Air

Not all students will achieve solo on the course as it is competency-based.

8 From Solo to Glider Pilot Certificate

Gliding provides many years of challenge, progress, new skills and enjoyment. Once pilots are solo, they continue to do a mix of solo flights and post solo training including cross country flying training, to attain:

- A certificate, 5 solos,
- B Certificate, 10 solos + 2 half hour flights,
- C Certificate, 20 solos + 2 hour-long flights, outlanding, and allows basic cross-country
- Level 1 Passenger rating, that allows you to take family and friends, and
- Glider Pilot Certificate (GPC), where you fly cross-country – equivalent to the licence standard.

You can also progress to fly the basic single-seater, fly in our advanced trainer and other single seat gliders.