



Darling Downs Soaring Club Inc

www.gogliding.org.au

ABN 71 449 795 568

Shop 5, 1289 Gympie Road

Aspley Qld

c/- BRJ Accountants and Business Advisors Pty Ltd

PO Box 41

Zillmere Qld 4034

Visiting Pilot's Information Sheet

To operate Solo at Darling Downs Soaring club you must:

- Join or have temporary membership of GFA and Darling Downs Soaring Club or another Australian GFA affiliated club.
- Produce your logbook, GPC or Foreign License.
- Read this briefing sheet and be checked on it by one of our instructors.
- Have a site check with one of our instructors if requested.
- Have a clear understanding of local airspace restrictions via briefing from up to date map, and briefing on operations at Brisbane West Wellcamp Airport.
- Obey all Australian Air Legislation, Airspace limitations and CASA/GFA procedures
- Undertake to follow our instructor's direction and limitations on your flight.
- Be familiar with our Safety Management System particularly Chapter 1 Standard Operating Procedures
- If intending to fly cross country and are unfamiliar with the Darling Downs area read the outlanding articles at <http://www.ddsc.org.au/member-information-centre?id=183> and http://www.ddsc.org.au/documents/cross_country_resources/Initial%20XC%20Briefing%20Notes/Initial%20Cross%20Country%20Area.pdf

Club Information and Procedures

McCaffrey Field

1200 feet QNH

Lat: S27°20'57"

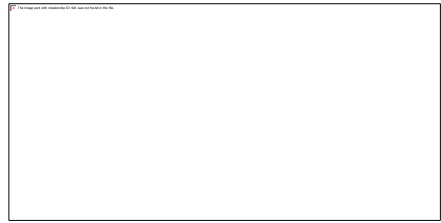
Long: E151°30'50"

Runway 12/30 1200x38m – Grass

CTAF: 126.7

Clubhouse Phone: **07 4663 7140** Mobile: **0409 807 826**

- Standard cross wind and Left hand circuits, unless operationally required.
- Circuit area frequency 126.7 – broadcast joining cross wind and commencing downwind, other calls only as required for separation and safety.
- Low tow preferred position for tow and release, right turn after release. High tow acceptable.
- **Australian towing emergency signals**
 - On the ground "STOP! STOP! STOP!" and both arms raised -in glider, release immediately.
 - In-flight tug rudder waggles – do not release, but check airframe (airbrakes, flaps, etc).
 - In-flight tug wing waggle – release immediately.



- Hook up (release failure) – fly out to left of tug in low tow until pilot acknowledges by hand wave, then return in low tow and then transition to high tow position. The tug pilot will ensure that you can glide to the airfield then release the rope. Land well up runway to avoid catching rope on crops or fences.

→ **Rules of the air:**

- Minimum distance from other aircraft 200 feet (70 metres) vertically & horizontally
- Oncoming traffic from opposite direction – turn right.
- Oncoming traffic converging – give way to the right.
- Overtaking - on the right hand side of the slower aircraft.
- Thermalling – first aircraft in the thermal sets the direction of turn for joining aircraft.
- VFR/VMC rules apply. Cloud flying prohibited.

CTAF radio procedures

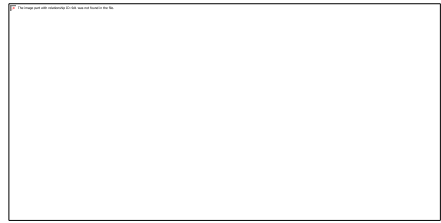
If operating in the vicinity of any aerodrome, you must report position and intentions on the CTAF frequency. This is usually 126.7 unless otherwise published. (Refer listing on last page.)

The format for these CTAF calls is:

“(Aerodrome Name), traffic Glider (Call-sign) 10 miles (Direction) of (Aerodrome Name), Inbound ..or.. overflying for (Next turnpoint), left (Altitude) on descent.”

The following calls are recommended to be made in the circuit, downwind, base and final if required.

Examples	
Inbound	<i>Dalby traffic Glider Golf Mike Victor, 10 miles south west of Dalby, inbound for landing, left 3500 feet on descent</i>
Overflying	<i>Dalby traffic, Glider Golf Mike Victor, 10 miles south west of Dalby, overflying for Bell, left 5500 feet on descent</i>
Downwind	<i>Dalby traffic glider Golf Mike Victor turning downwind runway 12 Dalby</i>
Base	<i>Dalby traffic glider Golf Mike Victor turning base runway 12 Dalby</i>
Finals	<i>Dalby traffic glider Golf Mike Victor turning final runway 12 Dalby</i>



Radio procedures when operating in the McCaffrey Airstrip area

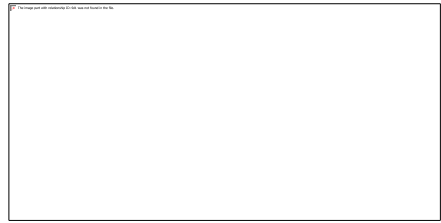
All radio-equipped aircraft must monitor the frequency 126.7 and make CTAF broadcasts as they operate within the vicinity of the airstrip.

The following calls are recommended to be made in the circuit, downwind, base and final if required.

A taxiing call or entering runway call made by the tug pilot or self launcher pilot no requirement for separate glider call.	<i>McCaffrey traffic, Pawnee SWR and glider on tow departing runway 12 McCaffrey</i>
On release from tow by glider pilot	<i>SWR/MLR rope gone</i>
On approaching the aerodrome at about 10 NM (approx 18km) distance.	<i>McCaffrey traffic glider Mike Victor 10 Kilometres to the west 2000ft descending for landing runway 12 McCaffrey</i>
Joining cross wind	<i>McCaffrey traffic glider Mike Victor joining crosswind for 12 McCaffrey</i>
Joining circuit call, this would normally be done as the downwind leg is started and consist of the following:	<i>McCaffrey traffic glider Mike Victor turning downwind 12 McCaffrey</i>
Calls shall be made on base leg or final if required to alert other traffic.	<i>Glider Mike Victor turning base 12 McCaffrey Glider Mike Victor turning finals 12 McCaffrey</i>

It is important to listen out when operating around the DDSC circuit area, radio transmissions should be short and to the point. Non essential transmissions should be kept to a minimum.

For non essential transmissions switch to 122.7 when above 5000ft QNH



Recommended SAR procedures for Outlanding

1. Broadcast intention to outland on glider frequency before landing
2. Broadcast after landing to indicate safely on ground
3. Use phone/SPOT to alert crew or club safely on ground
4. If no phone signal send SMS
5. Do not leave glider unless in close proximity to a farmhouse or town
6. If leaving glider take ELT, GPS, SPOT and water with you, write down lat/long of glider. Leave a note in glider with intentions and phone number
7. If a long way from habitation do not leave glider
8. If out of communication broadcast on 121.5 (emergency frequency) the call is "any station XXX area glider XXX landed at XXX request assistance"
9. If no communication possible set off ELT at last light

Radio Frequencies, Runways and other Contacts	
Oakey approach	125.4
Oakey ATIS	124.3
Oakey clearance delivery	133.35
Brisbane frequencies	
Brisbane centre- East of Dalby below 8500ft	121.2
Brisbane centre- East of Dalby above 8500ft	135.6
Brisbane centre- West of Dalby	123.95
CTAF	
Dalby 13/31 04/22	Clifton 06/24
Goondiwindi 22/04 12/30	Millmerran 12/30
Tara 17/35	Pittsworth 02/20
	126.7
Chinchilla 13/31	126.35
Kingaroy 16/34 05/23	127.45
Miles 22/04	126.35
Roma 18/36 09/27	126.95
Toowoomba 11/29	
Brisbane West Wellcamp 12/30	127.65
Oakey (Prior Permission Required)	
Warwick 09/27	127.85
Gliding frequencies	
Darling downs	122.7
North of Bunya mountains	122.9
South of Pittsworth	122.5
Club phone	07 4663 7140
Club mobile	0409 807 826