

# ***THE GLIDING FEDERATION OF AUSTRALIA***

## **OPERATIONAL STATUS CHECKS**

### **Notes for checking Officers**

GFA MOSP, Part 2, Operations – Section 14, 14.1.16 requires that Operational Safety Audits be carried out on each operational Club/Organization, at least biennially. RTO/Operations or delegated Level 3 Instructors conduct audits using the “Operational Status Check List” form, a copy of which can be found in the Appendix to MOSP, Part 2

At times, checks may be carried out on an opportune basis to take advantage of a suitable person being available in a particular location, at the right time. However, it is not intended that these audits should be surprise visits and Clubs/Organizations should, whenever possible, be given adequate prior notice.

The checking Officer should contact the CFI concerned and inform him/her that the audit is to be conducted and arrange a time suitable for all. The CFI should be informed that the “Operational Status Check List” will be used to conduct the audit and informed where a copy can be obtained.

Operational Status Checks are an important function of the GFA Operations Department and require diligence by the checking Officer to ensure that all relevant operational and safety requirements are covered. Whilst it is possible to conduct a check during a one-day visit, adequate time should be made available for formal, or semi-formal, discussions with Club Instructors and Officials to discuss matters of concern (even if not directly relate to Operations). If doing so requires extending a visit, it should be allowed for.

Clubs/Organizations should be encouraged **not** to put on a special show for the checking Officer, but conduct operations as they normally do. The purpose of the audit is to identify operational/safety deficiencies and assist the Club/Organization to take corrective action where required.

The checking Officer should remember that whilst performing this important function on behalf of GFA Operations, he/she is also a **guest** of the Club/Organization and must show due respect and consideration of this position.

# GLIDING FEDERATION OF AUSTRALIA

## OPERATIONAL STATUS CHECK LIST *For biennial quality audits on Club operations*

Items on this checklist are to be detailed, quantified, or assessed; as appropriate.

Assessments to be noted as follows:

Sat	Satisfactory, needs no attention
Accept	Acceptable, needs some attention; specify
Unsat	Unsatisfactory, needs immediate attention; specify
N/A	Not Assessed

Use “comments” section to specify corrective action

Name of Club	Darling Downs Soaring Club		
Site name and location	McCaffrey Field, Bowenville, Queensland, 4044		
Name of CFI	Ralph Henderson		
Officer carrying out check	Grant Harper	Date	5/6 July 2008

### GLIDERS

Maintenance release/DI Books	Sat
Placards, speeds (VNE, rough air, manoeuvring, etc.)	Sat
Placards, weight and balance (including front/rear pilot weights for two-seaters)	Sat
Placards, others (weak links, canopy jettison, etc.)	Sat
Glider airworthiness and general condition	Sat
Comments	A/C all in very good condition

### AIRFIELD

Type of airfield (e.g. licensed, private)	Private
Airfield owned by	Club (DDSC)
Combined glider/power/parachute operation? Specify	Glider only

<b>Length of strip(s)</b>	<b>1200 meters</b>
<b>Obstructions</b>	<b>None</b>
<b>Protection of the public</b>	<b>Sat (see notes)</b>
<b>Published procedures, e.g. CTAF/CTAF(R)</b>	<b>CTAF</b>
<b>Comments: The airfield is in generally good condition and maintained to a high standard. Some debris items found on field.</b>	

## LAUNCHING

### Aerotowing

<b>Type of tug(s)</b>	<b>Two Piper Pawnees</b>
<b>Tug condition</b>	<b>Sat</b>
<b>Flight manual towing supplement in aircraft? office)</b>	<b>Sat (sighted being held in club</b>
<b>Rope length</b>	<b>60m</b>
<b>Weak links shielded by standard Tost cover)</b>	<b>two yellow tost weak links (not</b>
<b>Towing and descent patterns</b>	<b>Sat</b>
<b>Pilot standards and airmanship</b>	<b>Sat</b>
<b>Comments</b>	

### Self-Launching

<b>Types of powered sailplanes in use</b>	<b>Nimbus 4 DM, 2x Ventus 2CM</b>
<b>Powered sailplane training</b>	<b>Not provided by club</b>
<b>Powered sailplane conversions</b>	<b>Provided in Duo Discus</b>
<b>Powered sailplane pilot logbook entries</b>	<b>Not observed</b>
<b>Independent powered sailplane operations</b>	<b>Nil</b>
<b>Comments</b>	

## OPERATIONAL SAFETY

<b>Launch-point discipline</b>	<b>Sat</b>
<b>Cockpit checks</b>	<b>Sat</b>
<b>Airmanship</b>	<b>Sat</b>
<b>Take-offs and transition to full climb (aero tow)</b>	<b>Sat</b>
<b>Aerotow technique and accuracy</b>	<b>Sat (see notes)</b>
<b>Circuits, approach and landing</b>	<b>Sat (see notes)</b>
<b>Cross-country flying</b>	<b>Sat</b>
<b>Emergencies</b>	<b>Sat</b>
<b>Integration with power operations</b>	<b>Sat (see notes)</b>
<b>Integration with other operations (e.g. parachutes, etc)</b>	<b>Sat</b>
<b>Knowledge of radio requirements</b>	<b>Sat</b>
<b>Radio discipline (glider and other frequencies, e.g. CTAF, CTAF(R) and Multi Com procedures)</b>	<b>Sat</b>
<b>Comments</b>	

## FLYING INSTRUCTION

<b>Lookout training</b>	<b>Sat</b>
<b>Airmanship training</b>	<b>Sat</b>
<b>Briefings and debriefings</b>	<b>Sat</b>
<b>Quality of demonstrations</b>	<b>Sat</b>
<b>Handover/takeover discipline</b>	<b>Sat</b>
<b>Conformity of training to Instructor Handbook</b>	<b>Sat</b>
<b>Stalling</b>	<b>Sat</b>
<b>Incipient and full spinning</b>	<b>Sat</b>
<b>Circuit training (including running out of height)</b>	<b>Sat</b>

<b>Soaring competence</b>	<b>Sat</b>
<b>Standardisation of instruction</b>	<b>Sat</b>
<b>Post-solo training and checking</b>	<b>Sat</b>
<b>Flying without instruments</b>	<b>Sat</b>
<b>Instructor rating validity and currency</b>	<b>Sat</b>
<b>Instructor single-seater currency</b>	<b>Sat</b>
<b>Instructor training</b>	<b>Sat</b>
<b>Instructor panel meeting frequency</b>	<b>Sat</b>
<b>Comments</b>	
<b>A well controlled, self aware operation.</b>	

### **PASSENGER FLYING**

<b>Compliance with GFA Passenger carrying requirements</b>	<b>Sat</b>
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#### **Charter flying**

<b>Air Operator Certificate (AOC) current and on display</b>	<b>N/A</b>
<b>GFA Op Regs readily available for perusal</b>	<b>yes (see notes)</b>
<b>First aid kit available at launch point</b>	<b>yes</b>
<b>Charter Pilot Rating validity and currency</b>	<b>N/A</b>
<b>Appropriate aircraft in use for charter (as per AOC)</b>	<b>N/A</b>
<b>Comments</b>	

#### **Air Experience Flights**

<b>AEI rating validity and currency</b>	<b>Sat</b>
<b>Knowledge of AEI section of Instructor Handbook</b>	<b>Sat</b>
<b>Comments</b>	

#### **Private Passenger Flights**

<b>Knowledge of private passenger privileges and limitations</b>	<b>Sat</b>
<b>Supervision of private passenger operations</b>	<b>Sat</b>
<b>Comments</b>	

### INDEPENDENT OPERATIONS

<b>Instructor's knowledge of Independent Operator requirements</b>	<b>Sat</b>
<b>Ind. Ops. Taking place? (define in "comments")</b>	<b>Sat</b>
<b>Ind. Passenger carrying ops (refer GFA Ops manual)</b>	<b>N/A</b>
<b>Ind. Operator annual revalidation</b>	<b>Sat</b>
<b>Comments</b>	

### FOREIGN PILOTS

<b>GFA membership of pilots</b>	<b>Sat</b>
<b>Provision of written briefing material</b>	<b>Sat</b>
<b>Quality and content of above material</b>	<b>Sat</b>
<b>Provision of site checks</b>	<b>Sat</b>
<b>Provision of competency checks</b>	<b>Sat</b>
<b>Method of checking cross-country and out landing competency</b>	<b>Sat</b>
<b>Understanding of English Language</b>	<b>adequate English mandatory</b>
<b>Comments</b>	

## OVERALL COMMENTS

### **Protection of Public:**

The introduction of a clearer delineation of the operational area was discussed. At the entrance to the club's field there is a sign warning the public to "stay on defined tracks". It is felt that low markers would show the delineation more clearly. This was not stated as a required corrective action.

### **Circuit pattern:**

During this check a strong crosswind from the left was experienced. Only one pilot was observed using a right hand circuit although several had considered it. It is felt there may be a culture of commitment to left hand circuits only.

### **Airfield Debris**

A piece of flat rusted steel (200ml dia.) was retrieved from the field while pushing back an a/c. Possibly part of a mower. Potential tyre damage.

### **Aero tow transition to climb (conformity to handbook):**

Some inconsistency in aero tow transition to climb was observed. This was discussed in the Training Panel meeting I was invited to attend and dealt with immediately. The outcome being the club will conform to the instructor handbook guidelines.

### **Integration with power operations (airspace):**

An early solo pilot was not aware of the greater potential for meeting en-route air traffic on the north side of the field ( the roadway from Dalby to Toowoomba being a VFR route).

This was also discussed at the training panel meeting and a decision was made to increase awareness of this situation.

### **Parachutes:**

Club parachutes are stored in two cupboards. Neither cupboard is mouse proof and the club is currently experiencing a minor mouse plague. Mice are known to enjoy parachutes as prime nesting sites. It was recommended that the club organise mouse proof parachute storage.

The panel was also interested to receive information about maintenance and care and use of parachutes.

**Drinking Water:**

The provision of drinking water at the pie cart was discussed. It was recommended that the club provide potable water for members and visitors.

**First aid kit:**

First aid kits are appropriately sited on the field, however it was noted by a qualified person that the contents were not adequate the types of serious injury that could be sustained on a glider field, e.g. stemming serious blood loss. This was brought to the attention of the Training Panel and prompt action was to be taken.

**Operational Safety:**

I was invited to attend the AGM of the Training Panel. It is obvious that the club has clear and knowledgeable leadership in the training and safety arenas. The CFI is strongly supported by his panel. The panel showed it is able to evaluate its performance and standards and act quickly where it identifies a short coming. This panel and its management is to be congratulated for its professionalism and effectiveness, and its pro-activeness for safe enjoyable gliding.

**General comment:**

My observations of the club's operations for this check, and previous experiences at the club leave me feeling entirely confident in the club's commitment to safe gliding operations. The culture of the club is strongly safety conscious and an "all in it together" attitude is encouraged by the leadership of the club, with considerable success. Clear guidance from senior and experienced members is provided. The DDSC is an enjoyable place to be, members' attitudes to visitors are very welcoming and inclusive, this reflects the club's philosophy.

Signature	Grant Harper	Date	13.07.2008
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## Request for Corrective Action

**Club/Organisation:**

**Darling Downs Soaring Club**

**An Operational Status Check Audit conducted on (date) 5/6.07.2008 has revealed the following operational deficiency:**

**Nil**

**Corrective action as follows is requested:**

**Nil**

**Due date for compliance:**

**N/A**

**Audit Officer:**

**Date:**

**RTO/O Certification of Corrective Action Compliance:**

**RTO/O:**

**Date:**