

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 27°20'57"S 151°30'50"E		
Name of CFI	Jeremy Thompson		
Officer carrying out check	Brian Marshall	Date	29 th July 2006

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	Very Good
Comments	Standard of presentation of glider is exemplary

AIRFIELD

Type of airfield (e.g. licensed, private)	Private
Airfield owned by	Darling Downs Soaring Club
Combined glider/power/parachute operation? Specify	Glider only
Length of strip(s)	1200 metres
Obstructions	Nil
Protection of the public	Sat
Published procedures, e.g. CTAF/CTAF(R)	CTAF
Comments	Nil

LAUNCHING

Aerotowing

Type of tug(s)	PA25 X 2, one is away having engine overhauled
Tug condition	Sat
Flight manual towing supplement in aircraft?	Sat
Rope length	approx 60m Sat
Weak links	2 x Tost yellow Sat
Towing and descent patterns	Sat
Pilot standards and airmanship	Sat
Comments	No need is perceived for varying "centre-line" take offs for combinations as the fields beyond the thresholds are eminently landable (i.e. 200' turn around , after cable break not seen as necessary.)

Self-Launching

Types of powered sailplanes in use	Self launching sailplanes only
Powered sailplane training	not done
Powered sailplane conversions	As required in Duo Discus (T)
Powered sailplane pilot logbook entries	
Independent powered sailplane operations	2 club members operate a Sinus motor glider in NSW but it is not under the clubs authorization.
Comments	Nil

OPERATIONAL SAFETY

Launch-point discipline	Sat
Cockpit checks	Sat
Airmanship	Sat
Aerotow technique and accuracy	Sat
Circuits, approach and landing	Sat
Cross-country flying	Sat
Emergencies	Sat
Integration with power operations	N/A
Integration with other operations (e.g. parachutes, etc)	N/A
Knowledge of radio requirements	Sat

Radio discipline (glider and other frequencies, e.g. CTAF, CTAF(R) and Multi Com procedures)	Use of 122.5 Sat
Comments Suggest that tug pilots might veer to downwind (a wing span or 2) after take off to facilitate a low level turn around following a cable break. (Not necessarily for this field but for such an event at a less bountiful strip or field. Suggest that accident report phone numbers stickers might be placed near to club phone (also SAR numbers)	

FLYING INSTRUCTION

Lookout training	minor problem associated with rear seat of Puchacz	Sat
Airmanship training		Sat
Briefings and debriefings		Sat
Quality of demonstrations		Sat
Handover/takeover discipline		Sat
Conformity of training to Instructor Handbook		Sat
Stalling		Sat
Incipient and full spinning		Sat
Circuit training (including running out of height)		Sat
Soaring competence		Sat
Standardisation of instruction		Sat
Post-solo training and checking		Sat
Flying without instruments		Sat
Instructor rating validity and currency		Sat
Instructor single-seater currency		Sat
Instructor training		Sat
Instructor panel meeting frequency	Every 6 weeks, minutes published via email and a report issued to all club members	
Comments Have a Instructor chat line with all except 1 instructor on line, is used for most communication		

PASSENGER FLYING

Compliance with GFA Passenger carrying requirements	Sat
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Charter flying

Air Operator Certificate (AOC) current and on display	Not held
GFA Op Regs readily available for perusal	copies in club house and Pie cart
First aid kit available at launch point	In pie cart
Charter Pilot Rating validity and currency	Not applicable
Appropriate aircraft in use for charter (as per AOC)	Not applicable
Comments	Nil

Air Experience Flights

AEI rating validity and currency	Sat
Knowledge of AEI section of Instructor Handbook	Sat
Comments	Nil

Private Passenger Flights

Knowledge of private passenger privileges and limitations	Sat
Supervision of private passenger operations	N/A
Comments	Nil

INDEPENDENT OPERATIONS

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

FOREIGN PILOTS

GFA membership of pilots	Sat
Provision of written briefing material	Yes, copies attached
Quality and content of above material	Excellent
Provision of site checks	Sat
Provision of competency checks	Sat
Method of checking cross-country and outlanding competency	copies attached
Understanding of English Language	N/A
Comments	See attached copies of briefing sheets which are presented to all visiting pilots.....a great initiative

OVERALL COMMENTS

DDSC is set in a largely ideal situation for all types of gliding ops. All aspects of the clubs ops were found to be conducted at a very high level. Many dedicated people contribute to the successful club ops and the “feel” of the club.

CFI Jeremy Thompson has contributed much to the safety and smoothness of ops by fostering conscientious training which focuses on constant safety awareness as well as enjoyment in participation. He has added thoughtful documentation which provides monitoring of pilots/instructors levels of currency and activity. It also indicates the flying progress of members.

Careful planning is evident in the running of this club and its ops. Shane McCaffrey ensures that the fleet presents in showroom condition, while Ralph Henderson works tirelessly with the development of members as pilots and competitors. These people are supported by many enthusiastic members and instructors.....little wonder then, that this club enjoys possibly the highest GFA member growth rate.

It's a great formula for success- safe operations; promotion of learning to fly and moving on to x-country ops either for fun or competitively and to contribute in some small or large way to the running of the day to day ops.....

Today I saw 20 aerotow launches, with 1 tug, in 2 hours taken in stride-lots of smiles-on a blue day in winter!; meanwhile a similar number of folk were involved in a sports coaching seminar where they found congenial company and DDSC hospitality!

Brian Marshall July 2006