

# Initial Cross Country Area

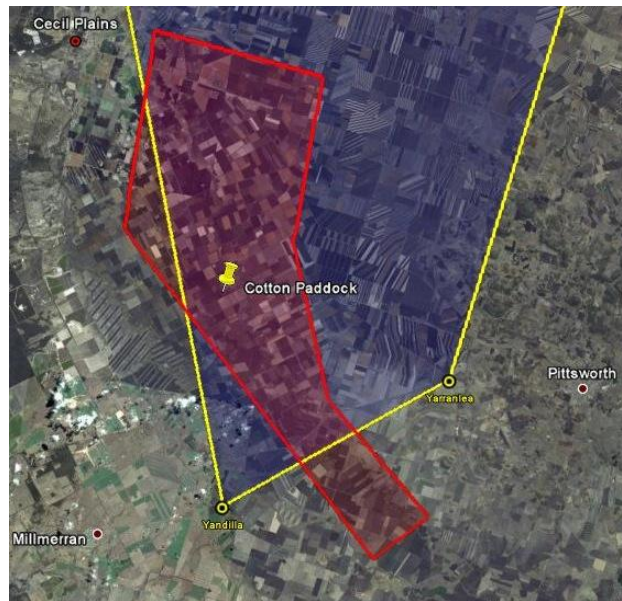


## Initial cross country boundaries:

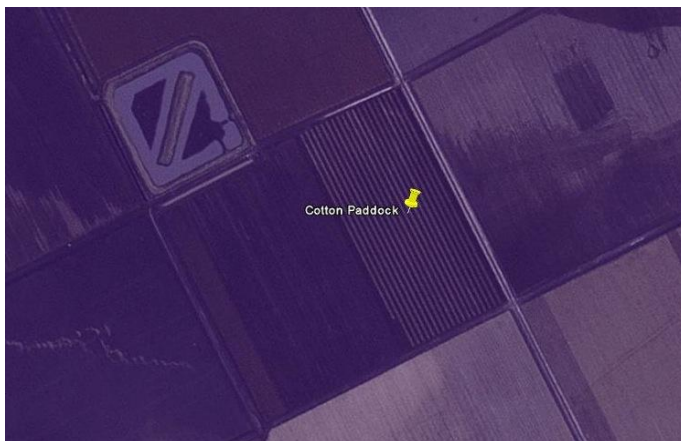
Jandowae silo-Warra silo-Kupunn silo-Yandilla silo-Yarranlea silo-Quinalow silo

# Caution areas

## Cotton Paddocks

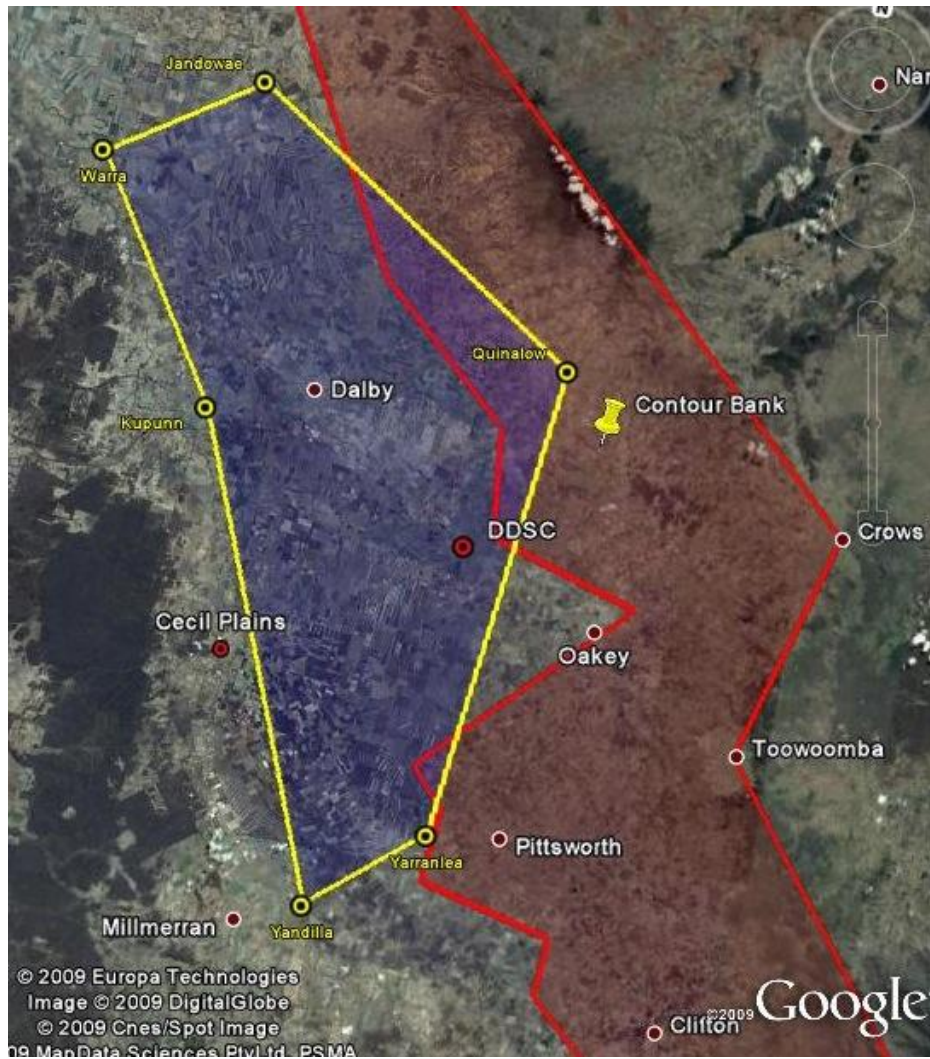


In an area starting about 10km west of Cecil Plains going south until about 20km west of Millmerran is where cotton is commonly grown. Cotton requires a lot of water and generally follows a water course such as a creek or river. Large dams and irrigation channels are common around the fields and the paddocks themselves are usually large and laser levelled. The paddocks have very deep furrows that are easy to spot from the air even when no crop is growing. When there is cotton growing, it is very pronounced. The paddocks are irrigated by flooding with water hence the need for laser levelling. This area can feel a bit “soft” in the air due the large amounts of water on the ground. These paddocks should be avoided as an outlanding choice if at all possible due the furrows in the paddock being deep enough to damage a glider even if no crop is growing and the glider lands with the furrows. Access is usually limited as well due to irrigation channels and the farmer may be very unhappy because of the cost to laser level the paddock. If a cotton paddock is the only option, the pilot should go with the furrow direction regardless of the wind direction.





## Contour Bank Paddocks



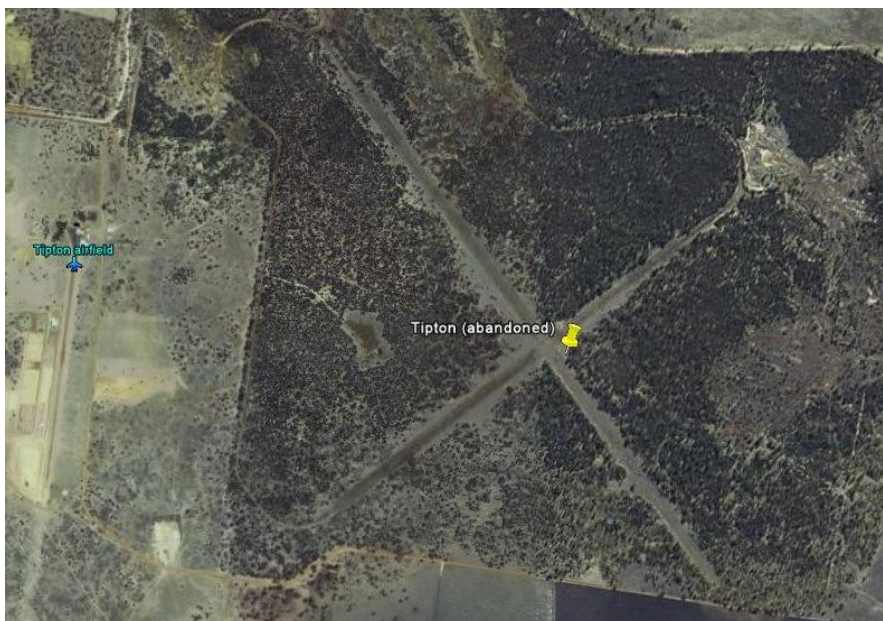
In hilly areas farmers of this region have gone to the contour bank farming method. The idea of this form of farming is form contour banks to catch rain water run-off to help irrigate crops. The contour banks themselves are made of dirt ploughed into shape. They run 90 degrees to the hill incline and will follow the lye of the land. The steepness of the hill can be gauged by how close together the contour banks are. While contour banks should be avoided if possible, it is still possible to land safely in them if care is taken. Regardless of wind direction the pilot should always land parallel to the contour banks. Care should also be taken for the gliders wingtips whilst landing as the glider will be 90 degrees to the slope.







## Tipton Abandoned Airfield



Approximately 10km north of Cecil Plains is what looks like a big cross strip airfield in a large forrested paddock. This airfield has been abandoned for a long time. DO NOT USE. The runway has trees re-growing on runway and is not in any state to be landed on. Approximately 2km west of this runway is usable dirt runway running north/south.

## SWER Lines

Single Wire Earth Return (SWER) Lines are a relatively unnoticed but are a very common and dangerous feature of the darling downs where an outlanding glider is concerned. SWER lines differ from normal power lines in that they only have one very thin, light guage wire. Because of the light weight the poles are also thin as well as having a large spacing in between each pole. All this combined means that SWER lines can be very hard to see from the air. If a SWER line crosses a ploughed paddock occasionally there is an unploughed area around each pole leaving whats looks like a line of dots going through the paddock. Most pilots like to land relatively close to farm houses for an easy walk to greet the farmer but this increases the chance of landing near a SWER line. This is because any farm house/farm shed will need power and most places are fed via SWR lines. The rule of thumb to use is to assume that any building you are landing close to will have a SWER line feeding from it.



# Melon Holes



Although Melon Hole paddocks are not in the initial cross country area, they are still worth mentioning for when a pilot eventually gets their open cross country rating. Melon holes are mostly found around the Tara area and in some spots around Chinchilla. The ground consists of many depressions which fill with water when it rains. These paddocks are too rough to land in and should be avoided. Some ploughed paddocks in this area still show signs of melon holes and the pilot should take care selecting a paddock as even ploughed paddocks can have an uneven surface.



## **Airfields/AG Strips**

Most major airfields such as Dalby and Toowoomba are listed in ERSA which gives information on all registered airfields around Australia. ERSA can be found at DDSC and is handy to look through if you are planning a flight in that airfield's location. It gives information like what frequency to use, runway type, direction etc. ERSA is updated every couple of months so if any details about a registered airfield change they will be listed in this book. Note that this only applies to "registered" airfields. Places like Jimbour House, AG strips and George Lee's are not registered. This means that they can change anything about the runway without notice. Any landing made on an unregistered runway should be conducted in the same manner as an outlanding in a paddock as the state of the runway can not be assured.