



Safety Management Plan

Section 1

Standard Operating Procedures

Flying operations and Training

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Issued on behalf of the Training Panel

Original authorised by
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Revision	Details	Date
5		21 March 2015
6	General Update	30 April 2019
7	Added Section 6 PLUS DI requirement to convert to single seaters PLUS recommendation to carry PLB or SPOT	29 May 2020
8	FLARM clarified (CI 1.7)	27 June 2020
9	Second signaller, sections 1.4.2, 1.7, 2.7, 3.1, Conversions	13th June 2022
10	General Update including references to revised MOSP2, added Aerobatics, outlanding training.	June 2024



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1. General

This manual of DDSC Standard Operating Procedures, Flying Operations and Training, forms Section One of the club's Safety Management System.

It supplements the current Gliding Australia Manual of Standard Operating Procedures – Operations Part 2 (MOSP2) and the Gliding Australia Training Manual.

1.1 Responsibilities

DDSC is responsible for all operations at McCaffrey Field. The responsibility for all flying and training is given to the CFI and Training Panel and delegated on a day-to-day basis to the Duty Instructor (minimum L2) who has the authority to approve or deny any flying in any aircraft at the site or place restrictions or enhancements on operations. This includes visiting pilots and visiting aircraft.

DDSC normally operates with a rostered L2 Duty Instructor who will be in control of operations. The Duty Instructor should conduct a Briefing prior to the commencement of the day's operations with reference to:

- Welcome visitors
- Safety Topic
- Check Club and Gliding Australia membership current for all pilots.
- Weather
- NOTAMs and Airspace
- Wellcamp RPT traffic (<https://www.wellcamp.com.au/passengers/fly/flight-status/>)
- Airfield hazards and active runway
- Tug pilot and tow out patterns
- Training requirements & glider allocation
- Task Setting

It is important that all pilots, including tug pilot, attend the morning briefing or ensure that they have discussed the weather and procedures for the days flying with the Duty Instructor. (Also Reference MOSP2 7.5.1)

From time to time, mid-week operations may be organised for such things as training courses, visiting pilots, or visiting clubs. In these instances, a L2 Duty Instructor will be appointed to be in control of operations.

If a L2 Instructor is unavailable for scheduled operations, GPC pilots may operate as Independent Operators with the resulting responsibilities. Pilots without a GPC will be unable to fly. Other operations are by arrangement. Refer Section 1.10.1 Independent Operations and Section 4 Oakey Airspace Procedures.

1.1.1 The Duty Instructor has absolute authority for operations and may terminate flying for any reason at their discretion.

1.1.2 All pilots shall familiarise themselves with current notices and information before flight, including airspace restrictions, NOTAMS, weather forecast, etc. (Also refer to MOSP2 7.5.1)

1.1.3 DDSC is responsible for Search and Rescue for gliders operating under its jurisdiction. Consequently, all pilots are required to provide adequate information of their flight intentions. Refer Section 5.



1.1.4 It is the responsibility of every pilot to monitor their own currency (see clause 1.4), ratings and ensure that renewals are carried out prior to the required renewal date.

1.2 General Rules

1.2.1 Members should either help to get aircraft ready for flying or stay on the field to assist until all equipment is stored away at the end of the days flying.

1.2.2 Members should assist in normal ground crew duties.

1.2.3 Smoking is not permitted in or within 30 metres of aircraft, within 30 metres of any refuelling operations or in the hangars, clubhouse, accommodation or any other building owned by DDSC.

1.2.4 Solo pilots shall obtain a DI (daily Inspector) rating at the earliest opportunity.

1.2.5 Conversion training to a single-seater will not proceed until the pilot holds a valid (eg FRP) DI rating.). Also refer to section 2.4. and 2.5 in this document.

1.2.6 Only financial members of DDSC or other Gliding Australia affiliated clubs are permitted to fly DDSC club aircraft.

1.2.7 DDSC reserves the right to remove ratings at any time at its discretion but will always follow the principles of Just Culture. (Also refer to 1.12.1 and 1.12.2)

1.3 Accident/Incident and Airworthiness Service Difficulty Reporting

1.3.1 All incidents and accidents must be submitted on the Gliding Australia SOAR system (Via *JustGo*) and will be investigated by the Training Panel with the aim of continuous improvement in safety outcomes.

1.3.2 DDSC insists on the reporting of all incidents, accidents and newly identified hazards. It is essential that we report all these occurrences so we can learn from the events, in order to develop process and procedures to prevent repetition. The Training Panel will investigate and review occurrences with concern for confidentiality, Just Culture, and take the view that the information learned from occurrences is to be used to improve our operational performance and for the safety of members and others.

1.4 Currency/Recency

1.4.1 General

- Refer to MOSP2, Sections 14 and 15, OAN 01/20
- All ratings are issued in accordance with the timeframe of the person's issued Flight Review, but lapse if a pilot fails to meet the following club currency requirements.
- To be current, pilots shall:
 - Have a current valid medical (refer clause 1.5 below), be a financial member of Gliding Australia and an affiliated Australian gliding club.
 - Have a valid Flight Review in accordance with Operational Advice Notice 01/20
 - For recent solo pilots a student pilot's first flight review will be within a maximum period of 24 months after the initial period of check flights

ceasing. Instructors signing off check flights shall also note the Flight Review and its expiry date.

1.4.2 Club Requirements

- For pilots with less than 75 hours total flying experience, a checkflight with a L1 or higher rated instructor is required if the pilot has not flown a glider within the last 30 days with aerotow or self launch
- For pilots with over 75 hours total flying experience, a checkflight with a L1 or higher rated instructor is required if the pilot has not flown a glider within the last 90 days, with aerotow or self launch
- Pilots must have with them at the airfield, an up-to-date logbook with the necessary endorsements and currency evidence.

1.4.3 Instructor Currency

- Additional requirements apply to all levels of Instructors, refer to Gliding Australia MOSP2 Section 19. (i.e. 40 hours/80 launches in the last four years)

1.5 Medical Requirements

1.5.1 Refer Gliding Australia MOSP2, Section 37-43.

Additionally, DDSC requires pilots 75 years or older to supply an Austroads medical Assessment of Fitness to Drive (in line with Qld drivers licences requirements) and upload this to their Credentials (a self-declaration is not adequate).

1.6 Blue Cards/Working with Children

1.6.1 All instructors are required to hold a Queensland Child Related Employment Blue Card for Volunteers or paid employment card (or other State's equivalent) and keep this notice current. Instructors who do not hold a positive notice may not fly with a person under 18 years of age unless:

- That person is a relative, or
- That person is a person for whom they are a legal guardian, or
- The flight is a private flight with a family friend.

Refer to Gliding Australia policies.

1.7 FLARM Collision Avoidance

Each glider flying from DDSC shall be fitted with an operational FLARM device. Note: the FLARM provides SAR data and release height information for Dittolog. Gliders with non-operational Flarms maybe given exemption by the duty instructor on a case-by-case basis. This is mainly to allow training gliders to continue to operate if their Flarms are suspected to be non-operational.

1.7.1 The club shall maintain the current version of the Flarm software for club aircraft (including Tugs).

1.7.2 Private owners shall maintain the current version of the Flarm software for their aircraft.

1.7.3 Tugs should be fitted with an operational FLARM device. Note: the Dittolog will not record release heights of gliders unless the tug has an operational FLARM (and dittolog device).

1.8 Use of Parachutes in Club Gliders

1.8.1 The wearing of a parachute is compulsory when flying gliders operating from DDSC with the following exceptions:

- The additional weight of a parachute would take the cockpit load beyond the aircraft placard limit.
- Some tall and large pilots find that the use of a parachute can restrict the use of controls or is unacceptably uncomfortable.

1.8.2 This exemption does not apply during any event where a parachute is declared mandatory.

1.9 Use of Cameras in Club Gliders

The Darling Downs Soaring Club Camera Policy sets out the accepted criteria for the use of "GO PRO" and similar personal camera devices on or in Club Aircraft.

1.9.1 The external use of any camera device whether permanent or temporary is NOT allowed unless in accord with Gliding Australia document AIRW-D024 and then only at the committee's discretion.

1.9.2 Cockpit use of a camera device is to be permitted under the following circumstances.

- Cameras may be used during dual training flights at the discretion of the instructor.
- Cameras can be used at the PICs discretion by any solo pilot with a B certificate or above in any club aircraft.
- Pilots flying solo prior to completion of their B certificate will have the right to apply to the L2 instructor of the day to use a camera on these flights. There is no implied right for pilots at this level to use a camera. The decision made by the L2 whether to allow a camera to be used or not will be final and no pilot will have the right to an appeal if refused.

1.9.3 Cockpit use of a camera is subject to the following requirements:

- The camera must be installed in accordance with Gliding Australia document AIRW-D024 and inspected by an Annual Inspector.
- No damage or permanent change to any part of the aircraft is to occur. The addition of Velcro or similar attachments are prohibited.
- Pilots prior to B certificate allowed to fly solo with a camera may only do so if the camera is arranged in such a way that the pilot cannot access or manipulate the camera in flight. This is to ensure the pilot's attention is fully focused on flying the aircraft on their early solo flights.

1.9.4 There will be no restriction on the use of footage recorded by members in any way however any pilot using this footage to bring the club into disrepute or that shows any illegal or dangerous flying practices will be subject to action by the Committee and/or Training Panel. Members should refer to Gliding Australia - Social Media and Online Platforms Policy.

1.10 Independent Operations

1.10.1 Should a GPC holder and member desire to fly independently at McCaffrey Field, prior flight approval must be obtained from the CFI. If approval is granted, comply with all the following:

- Comply with any conditions or restrictions imposed by the CFI
- Comply with all necessary airspace requirements, NOTAMS and Section 4 Oakey Airspace Procedures,
- Maintain a SAR log
- Organise a tug pilot (if required).
- Ensure electronic flight and tug sheets are completed as usual/required.
- Organise reliable crew.
- the pilot shall formulate approved written instructions to a contact that will hold SAR for them that includes the SAR steps they are required to take.

Should a GPC pilot wish to fly beyond the advised finish time of the Duty Instructor (usually announced at briefing) they must get the Duty Instructor's permission and ensure they have made SAR arrangements with either the Duty instructor or another informed contact person. These SAR details are to be provided to the Duty instructor. The independent pilot is to notify the Duty Instructor when they have returned to DDSC or to another landing place.

1.11 Wave Flying

1.11.1 Pilots wishing to fly in mountain wave conditions shall:

- Hold a GPC
- Have had a briefing on wave flying from an instructor who has wave flying experience and approved by the CFI or other experienced member approved by the CFI.
- Have their logbook endorsed. Refer Clause 1.11.2 below.
- Not exceed an altitude of 12,500 ft QNH unless equipped with an operational Oxygen system.

1.11.2 The CFI may give general permission to experienced pilots at their discretion. Both the CFI and the briefing Instructor/member shall endorse the logbook of applicants in accordance with permissions and briefing.

1.12 Disciplinary Action

1.12.1 DDSC believes in a Just Culture for behaviour management and will use this process to manage pilot behaviour in the event of unsafe occurrences.

1.12.2 It is, however, the Duty Instructor's responsibility to manage flying safety for all members. Therefore, the Duty Instructor has the daily authority to counsel any pilot who in his opinion is not demonstrating safe flying practices. In the interest of safety, of the pilot and others, this counselling may extend to requesting that a pilot undergo additional training to correct unsafe habits or performance and/or restrict solo flight until such training is completed satisfactorily.

1.12.3 In the exceptional case of a pilot deliberately or repeatedly, flagrantly breaking safe flying practices the Duty Instructor has the responsibility and authority to withdraw flying privileges until the Training Panel considers the situation. In such instances the Duty Instructor must notify the CFI and Training Panel as soon as practical. Such instances will require the Duty Instructor to lodge an Incident Report on the Gliding Australia SOAR reporting system. The offending pilot has the right to appeal, in writing or in person to the CFI and will be accorded a hearing and be treated under the principles of Just Culture and according to club rules. Also refer MOSP2 Section 7.10 and Gliding Australia Integrity policies and procedures.

1.13 Launch and Circuit Procedures

1.13.1 DDSC operates as an aero tow operation and as such follows the procedures laid down in Gliding Australia Aerotowing Manual (OPS 0008). A forward signaller is not required for normal operations.

1.13.2 Once a glider has released from tow, both aircraft are to leave the tow out area as soon as practical.

1.13.3 Glider pilots have the option to release early using the following procedures:

- Pilots releasing low in the tow out area assume responsibility for maintaining separation from launching aircraft and should move away from the tow out pattern area as soon as practical.
- Pilots who release early in good lift must consider the safety of others and the increased risk posed by circling in the tow out area. Safety should be the primary consideration in releasing early.

1.13.4 Tug aircraft/glider combinations have right of way and are far less manoeuvrable than a glider, which should move clear of the combination's expected flight path.

1.13.5 Launch Procedures for Self-Launching Gliders

- Self-Launching gliders should commence their ground roll from the operating launch point and make standard radio calls as per Civil Aviation Advisory Publication *AC91-10 V1.1 Operations in the vicinity of non-towered aerodromes*
- Self-launching gliders should follow the Standard Procedures for towing aircraft see Clause 1.13.8 below as far as practical. With low climb rates, particular care is needed with lookout to ensure safe separation from other aircraft, remembering that unpowered gliders and Tug/glider combinations have right of way.
- Pilots wishing to obtain a self-launching endorsement should refer to the Gliding Australia Training Manual for the training requirements to obtain a self-launching endorsement.

1.13.6 Standard Circuit Procedures for Gliders

- Gliders are not to cross the runway at less than 1000 ft AGL except as part of the circuit for landing.
- All normal circuits are to be lefthanded.
- It is preferred that aircraft descend on the inactive side of the circuit and join circuit with a crosswind leg ideally crossing the threshold of the inactive

runway, followed by downwind, base and final legs leading to a normal landing for maximum situational awareness in the circuit.

- Flying “upwind” in the “downwind” leg of the circuit below 1500ft AGL presents a serious risk of mid-air collision and is not permitted
- Thermalling on the active side of the runway in the vicinity of the circuit area below 1500ft AGL presents serious risk of mid-air collision to other gliders and descending tugs and pilots are advised to avoid this, and/or ensure radio calls are made.
- Entering the circuit radio calls are required as per *CASA AC91-10 V1.1 Operations in the Vicinity of Non-towered Aerodromes*.
- At the end of ground roll pilots should vacate the aircraft promptly and remove the aircraft from the runway as soon as practical.
- Only GPC pilots are permitted to “taxi off” and only when they are certain the manoeuvre will not interfere with other aircraft landing or taking off, or cars driving on the DDSC tracks.
- Pre-GPC pilots shall land straight maintaining a constant heading.

1.13.7 Exceptions

The following exceptions apply:

- In an emergency where the standard circuit may be modified in the interest of pilot safety
- In the case of an instructional flight where the instructor as pilot in command has given a specific instruction as part of the training syllabus.
- If a straight in finish (long final) is being performed.
- If a low level, high energy finish is being performed by a Low-Level Endorsed pilot. This procedure must be performed in accordance with MOSP 2 Section 8.7 and the Gliding Australia Training Manual section 8.
- If a non-standard circuit or finish is flown that is not an emergency the pilot in command must ensure that all circuit traffic is aware of the non-standard circuit intentions of the glider. Good lookout and aircraft separation must be maintained.

At no time will these procedures prevent the pilot in command of the aircraft deviating from these procedures in the interest of operational safety.

1.13.8 Standard circuit procedures for towing aircraft.

- The tug aircraft should tow straight out to 1000ft AGL or until well clear of the circuit joining area and then turn left as per power circuit procedures.
- The tug aircraft should continue to climb in proximity of the landing strip so that the glider maintains a safe glide angle back to the strip, whilst remaining clear of climbing in the downwind leg. Tug pilots are cautioned to be vigilant in strong wind conditions that the combination climbs upwind of the strip. The PIC of the glider may request variation of the climb procedure and this may be done, after the initial climb and turn, at the discretion of the tug pilot.
- After release, the tug aircraft joins cross wind or downwind and flies a wide downwind and base outside the glider circuit.
- Entering the circuit radio calls are required as per *CASA AC91-10 V 1.1 - Operations in the Vicinity of Non-towered Aerodromes*.

- Tug pilots should plan their circuits to reduce risk and maximise safety regardless of the loss of personal convenience.
- At no time will these procedures prevent the pilot in command of the tug aircraft deviating from these procedures in the interest of operational safety.
- Any variation to standard procedure on a day-to-day basis shall be detailed by the Duty Instructor at the morning briefing. Therefore, it is important that all pilots, including tug aircraft pilots, attend the morning briefing or ensure that they have discussed the circuit procedures for the days flying with the Duty Instructor.

2. Training Procedures and Progress path

2.1 Glider Pilot Certificate

2.1.1 The Glider Pilot Certificate (GPC) is awarded to pilots in recognition that they have been trained and assessed as competent to operate a sailplane as an independently proficient Gliding Australia soaring pilot following satisfactory completion of the GPC Training Syllabus.

2.1.2 DDSC will conduct ab initio and advanced training leading to the award of a Glider Pilot Certificate in accord with the Training Syllabus set down by the Gliding Australia. This training will be recorded in the student pilot's GPC logbook.

2.2 Radio Endorsements

2.2.1 Prior to first solo, pilots must receive a Gliding Australia Flight Radiotelephone Operator's Logbook Endorsement or already hold a Flight Radiotelephone Operators Licence (FROL).

2.2.2 Radio endorsements can be carried out in accordance with Unit 21 of the GPC Syllabus and MOSP Section 7.6.3.

Guidelines for Radio Usage in the Darling Downs Region - Refer DDSC Doc 23 Radio Procedures for Glider Pilots.

2.3 Advanced Soaring

DDSC will also provide advanced soaring instruction and coaching and encourages pilots to attempt the various achievement levels and badges.

2.4 Conversion Progress

2.4.1 It is preferred that training commences in the ASK 21 or DG1001 and extends from there. However, where physical, availability or other constraints are present, ab initio training can be carried out in the Duo Discus. Standard procedure is to evaluate single seater conversions with a check flight in the Duo Discus. However, should the Duo Discus be unavailable, a check flight in the DG may be deemed acceptable. Also refer Clause 2.5 Club Aircraft Solo Flight Conversions.

2.4.2 The standard progress path is:

1. ASK21 / DG1001
2. Jeans
3. Hornet

4. Discus
5. Duo Discus

2.5 Club Aircraft Solo Flight Conversion Requirements

- A conversion flight test is required prior to conversion to a first single seat glider or new type, unless a L2 Instructor waives this requirement due to the pilot's prior experience.
- Pilot must demonstrate knowledge of the Flight Manual (and DDSC Pilot Notes if available) for the aircraft.
- The conversion must be carried out by an Instructor who has flown the type or has sufficient experience on similar types.
- The conversion must be endorsed in the pilot's logbook.

Type Specific Requirements for Solo Flight:

Aircraft	Min Gliding Hours	Other Requirements
DG1001 / ASK21	n/a	Completion of the solo syllabus and check flight if type not previously flown
Jeans***	n/a	Off daily checks, B Certificate and Duo or DG check flight**,
Hornet ***	40*	B Certificate, Duo Check Flight** and at discretion of instructor for Jeans hours
Discus ***	70*	Duo Check flight**
Duo Discus ***	70*	

* May be varied at the Duty Instructor's discretion depending on pilot's previous experience.

** Check flight requirement for conversion to type includes demonstrated speed control throughout the flight, correct landing techniques (consistently perform a 2-point held-off landing), at a competency level for the aircraft to which the person is being converted.

*** Shall hold a DI rating applicable for the proposed aircraft conversion (i.e. this is a prerequisite for the conversion training). See also 1.2.5.

2.6 Authorisation for Cross Country in New Type

- 2.6.1 Prior to taking any aircraft cross country, pilots must have completed five* landings on that type and have read and understood the flight manual.



* The Duty Instructor may waive/vary this requirement depending on the pilot's previous experience.

2.7 Application for Changed Privilege

2.7.1 While the Training Panel makes every effort to ensure student's progress through the training system leading to the award of a GPC and ongoing coaching as required, the individual pilot must take final responsibility for their continued progress. The responsibility for ratings rests with the pilot. Pilots shall make application to the Training Panel, CFI, coaches or checking instructor for the necessary approval or rating and have the necessary logbook endorsement and/or sticker issued.

2.8 Outlanding Training

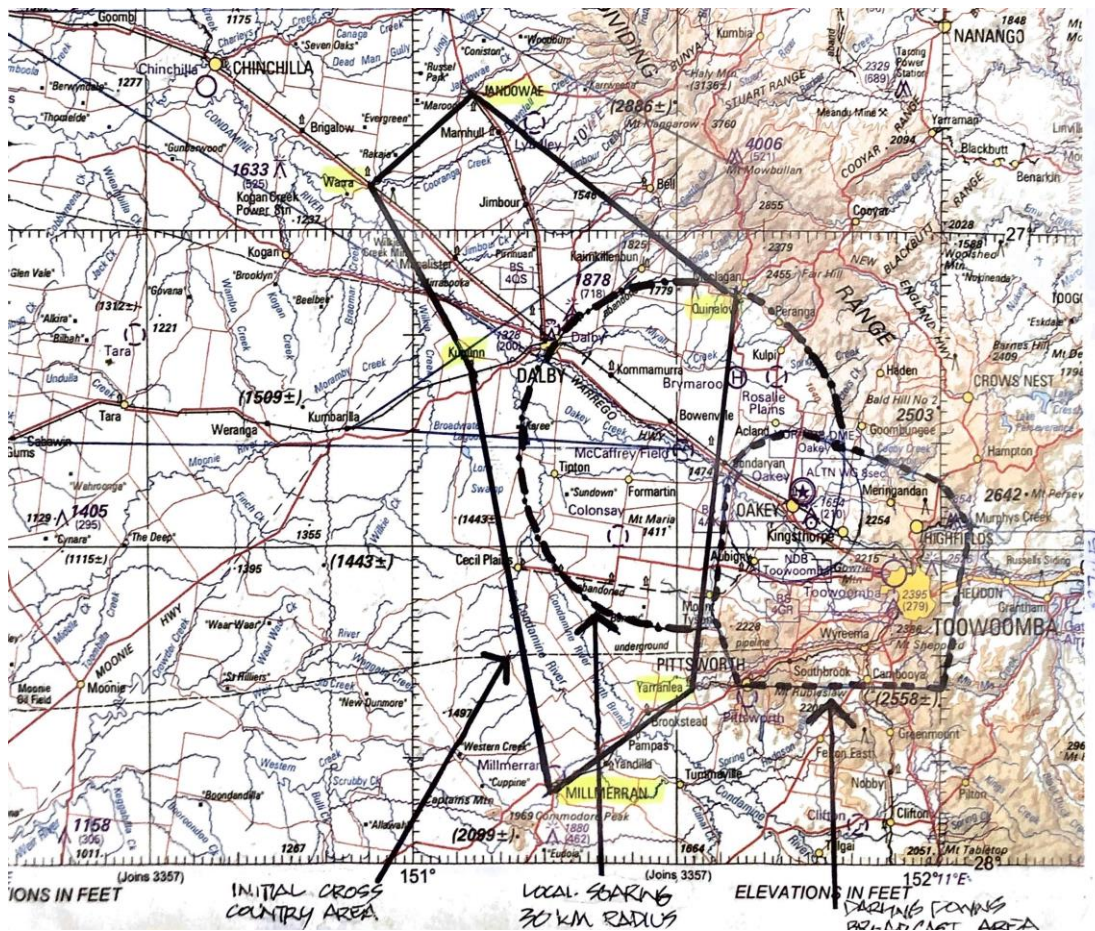
Refer to DDSC Document #82 Outlanding Training and #83 DDSC Outlanding Sticker

3. Initial Cross Country Flying

3.1 Initial Cross Country Training Area

3.1.1 The Initial Cross-Country Training Area has been established to provide a safe flying area with maximum safe out landing opportunities for pilots flying solo after obtaining their C Certificate, while gaining cross country experience leading to the award of the GPC.

3.1.2 The Initial Cross-Country Training Area is bounded by: Jandowae; Warra; Kupunn; Millmerran; Yarranlea and Quinalow.



3.1.3 Pilots will have this restriction lifted on completion of the Training Syllabus and award of a GPC.

3.2 Requirements for P1 (pilot in command) Pilots Flying Cross Country

3.2.1 Be able to perform a DI and de-rig and rig the aircraft, including knowledge of how the associated glider trailer operates.

3.2.2 Provide a suitable retrieve vehicle and arrange a retrieve crew.

3.2.3 Pilots holding a C Certificate and have received Cross Country Training, with Logbook endorsement and prior to award of a GPC shall only fly within the Cross-Country training Area. These pilots shall seek the approval of the Duty Instructor for each flight, who will consider the intended flight in view of the pilot's experience, the prevailing weather conditions, and the terrain to be covered.

3.2.4 Ensure that the aircraft has a serviceable radio.

3.2.5 Ensure that the associated glider trailer is serviceable.

3.2.6 All pilots when flying cross country shall carry a serviceable mobile phone with 'network coverage' when in the Cross-Country Training Area. It is highly recommended that a SPOT, PLB (or equivalent device that uses satellite technology) should also be carried when operating outside the Cross-Country Training Area. This is particularly relevant when operating beyond Millmerran, Miles or Kingaroy where the mobile network coverage deteriorates significantly.

- 3.2.7 Pilots who have not completed the necessary training and authorisation shall not fly Cross Country
- 3.2.8 To assist with SAR, all pilots flying cross country must leave a copy of the proposed flight route with the Duty Instructor prior to launch.

3.3 Local Soaring Area

- 3.3.1 Pilots who have not completed the appropriate training and received the relevant endorsements are limited to “Local Soaring” only. i.e. post solo and prior to achieving their C Certificate.
- 3.3.2 The “Local Soaring” area is comprised of an area that has a 30 Kilometre (16 Nautical Mile) radius from the DDSC airstrip and NOT in the Wellcamp/Toowoomba CTAF. All affected pilots flying in this area are always to remain within its limits and be within a glide angle that will permit recovery onto the duty runway following a normal circuit.

4. Oakey Airspace Procedures

McCaffrey Field is located within Restricted Airspace R654B and R654D. This airspace is activated by NOTAM and is controlled by the Army Aviation Centre Oakey. A Memorandum of Understanding between The Army Aviation Centre and DDSC is in place to ensure and manage access to R654B (and D) by DDSC. R654A, B, C and D airspace is not normally activated on weekends; however, the Duty Instructor shall check NOTAMs prior to commencement of flying.

Midweek deactivation of R654B, for DDSC, is carried out with prior notice to the Army; however, the Duty Instructor is required to check NOTAMs to ensure that R654B airspace is inactive prior to commencement of flying.

R654A and C will generally, never be deactivated mid-week (except for public holidays, etc)

Full details of application for release of airspace at other times is contained in DDSC DOC25.

5. Search and Rescue (SAR) Action for Gliders

- 5.1.1 At the completion of the days flying the Duty Instructor will check to ensure that all gliders have been accounted for. If not, they will take the appropriate action at one hour after last light.
- 5.1.2 If any glider remains unaccounted for at the end of the days flying and a message has not been received as to the whereabouts of such a glider or the safety of its crew by one hour after last light, the person responsible for the day’s operations, (usually the Duty Instructor) must initiate SAR action by telephoning the Rescue Co-Ordination Centre on 1800 815 257 or 03 6230 689
- 5.1.3 A copy of all SAR Procedures will be kept in the club office and another copy in the Pie Cart.
- 5.1.4 To facilitate SAR action details of the flight must be given to AusSAR. To assist with this all pilots flying cross country must leave a copy of the proposed flight route with the Duty Instructor prior to launch.

5.1.5 All pilots who elect to fly cross country other than the task set at briefing each day must leave their intentions including turn-points on the white board in the Briefing Room.

6. Aerobatics

6.1 Aerobatics Training

Pilots wishing to be trained in aerobatics shall be trained by a Training Panel-nominated competent trainer, experienced in aerobatics, and conducted in accordance with the Gliding Australia Training Manual, Appendix 13. The training and authorisation shall be recorded in the Pilot's Log Book.

6.2 Conduct of Aerobatics at DDSC

6.2.1 Height

Section 8.13 of the Gliding Australia MOSP describes the requirements for conduct of Aerobatics. However, DDSC requires that all aerobatic manoeuvres be conducted such that the aerobatics are completed by 1500ft AGL. The operation of a low-level finish (with the requisite training and endorsement) is not to be combined with aerobatics.

The tow height must be at least 3000ft AGL to allow for adequate height to conduct the manoeuvres and complete before 1500 ft AGL.

6.2.2 Location and Briefing

The tug pilot and all other relevant pilots shall always be briefed on the aerobatic flight to be conducted. A radio call shall be made by the pilot notifying pilots in the vicinity of the aerobatics. There will be a designated area where the aerobatics will be conducted, away from the active circuit and towing area and this should be raised at the morning briefing or notified to the duty instructor on the field.

6.3 Legacy Endorsements

There are many older pilots who received their aerobatic endorsements in the past before there was any formal system of training and endorsing those pilots. Their aerobatic ratings are legitimate and recognised.



7. Annexures and References

- Gliding Australia Manual of Standard Procedures, Part 2 Operations (MOSP2), Revision 9, January 2024.
- Gliding Australia Training Manual Revision 1, December 2023
- Gliding Australia Operations Advice Notice (OAN) 01/20
- Gliding Australia Camera Checklist AIRW-D024
- *CASA AC91-10 V1.1 Operations in the Vicinity of Non-towered Aerodromes*
- DDSC Document #1 Doc 1 DDSC Safety Management Plan Rev 3
- DDSC Document #82 Outlanding Training
- DDSC Document #25 Oakey Airspace Procedures
- DDSC Document #58 Emergency Response Plan