



Kingaroy Soaring Club Inc.

Operations Handbook

Revision 20

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Document details

Contact for enquires and proposed changes

Please direct any queries regarding the contents of this document to the Kingaroy Soaring Club Inc. via email to:-

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Revision History

This document is periodically amended by the issue of replacement pages, each identified by page number, amendment number and effective date, or by total re-issue, as appropriate. Interim amendments may be advised by Operations Directives distributed.

Record of Amendments

Revision 20

	Name	Date
Prepared by	Colin Eustace	07 Nov 2020
Reviewed by	Training Panel	January 2021
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Revision *nn*

	Name	Date
Prepared by		
Reviewed by		
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Introduction

Kingaroy Soaring Club (KSC) Operations Handbook

This manual details the rules for operating KSC aircraft and equipment. These rules are in addition to those specified by the Gliding Federation of Australia (GFA) and the Civil Aviation Safety Authority (CASA) and do not supplant, usurp or override any directives or orders issued or amended by the GFA or CASA from time to time.

The KSC Operations Handbook supplements the (GFA) Manual of Standard Procedures – Operations (MOSP 2).

Reference material which should be read in conjunction with this KSC Operations Handbook, are the respective Flight Manuals of KSC gliders.

Amendments to this Manual will be made by the Training Panel of KSC.

Safety - The Error Chain

All pilots should be aware of the Kingaroy Soaring Club Safety Policy, which is part of the Club Safety Management System, see Appendix A.

Pilots shall take all possible care when operating a glider both in the air and on the ground. Accidents often occur when a number of minor factors or errors dynamically accumulate resulting in an error chain. Individually these factors may not pose a significant risk but cumulatively can lead to an accident or incident.

Taking a single risk can reduce safety margins such that a further unexpected event or high-risk action may result in an accident or incident.

Always complete Checks thoroughly, fly accurately and remain observant. Maintaining a good lookout using the correct scanning technique is paramount.

1. Recency and Revalidation Requirements

1.1. Solo Flight

A check flight is required unless a pilot meets the following recency requirements:

- 1.1.1 Three solo take-offs and landings in gliders within the preceding three months, **or**
- 1.1.2 Two solo take offs and landings in gliders within the preceding three months where a pilot has more than 100 hrs. but less than 500 hrs. total glider flight time, and at least 10 hrs. of glider flight time within the preceding six months, **or**
- 1.1.3 One solo take-off and landing in a glider within the preceding three months where a pilot has more than 500 hrs. total glider flight time, and at least 10 hrs. of glider flight time within the preceding six months **and**
- 1.1.4 Logbook endorsed with a valid flight review.

Note that flights logged as Pilot in Command (PIC), Coaching, AEI and Instructional may be credited towards pilot recency requirements.

1.2. AEI Flight

A pilot shall not operate as PIC for the purposes of an AEI flight unless complying with the following recency requirements:

- 1.2.1 Three take-off and landings as PIC within the preceding 90 days
- 1.2.2 One take-off and landing shall be carried out in a similar aircraft type to that intended for the AEI flight, and
- 1.2.3 Logbook endorsed with a valid flight review.

1.3. Instructional Flight

A pilot shall not operate as PIC for the purposes of an Instructional flight unless complying with the following recency requirements:

- 1.3.1 Three take-off and landings as PIC within the preceding 90 days. Logbook endorsed with a valid flight review and listed on the KSC active instructor list.

1.4. Independent Operator

A pilot shall not operate as PIC for the purposes of Independent Operation unless complying with the following requirements:

- 1.4.1 Independent Operator's rating
- 1.4.2 Satisfied Solo Flight recency requirements.
- 1.4.3 Logbook endorsed with a valid flight review



- 1.4.4** Prior to using a club glider on an independent operations day the pilot must seek approval from a L2 or higher KSC instructor

2. Pre-flight Preparation

2.1 Daily Briefing and Timing

1st September – 30th April: Briefing is held at 0900

1st May – 31st August: Briefing is held at 1000

- All pilots present on the airfield who intend on flying must attend the briefing
- All Pilots must fill in the SAR board in the club house and tick off their safe return.
- The duty instructor may remind all pilots flying as PIC that they must be current GFA members.
- Pilots who intend to fly a particular glider should arrive at the hangar by 0820. This gives time to prepare the glider and complete the Daily Inspection (DI) prior to the commencement of the daily Briefing.
- Pilots arriving at the hangar after 0820 will have no glider selection priority and should expect to fly remaining gliders. Common sense sharing with other members shall apply.
- Instructors and Coaches may appoint helpers for tasks at briefing, these tasks may include tug and glider moving, Dittolog keeping and airfield setup.

2.2 Pushing and Pulling Gliders

Do not attempt to move gliders on your own.

Ensure sufficient helpers are available before moving any glider. The leading and trailing edges of FRP gliders are more rigid than the upper and lower surfaces and damage can be easily caused by pushing on the wrong places.

Do not place the hands on the top surface of the wing, instead place the heels of the hands on the leading or trailing edge with fingers underneath, when applying force to move the glider.

2.3 Removal from Hangar & Washing

Always remove gliders from the hangar with the utmost care. Hangar damage is easily avoidable. Park gliders so that other aircraft may still safely enter and exit the hardstand area and taxiway.

Wash gliders before flight each morning. Dusters, buckets and chamois are available in the hangar. Firstly, dust off the glider, then use a damp chamois to clean all fibreglass surfaces. Use a clean chamois and water to clean the canopy, first inside, then out. Do not use abrasive cleaning aids

Canopy Care:

- Do not open the canopy by the lifting at the side vent-window rail.
- Do not allow the canopy cover to drop onto the ground as stones and prickles picked up may scratch the canopy.
- Do not leave a glider unattended with the canopy open or unlocked as canopy breakage can easily occur and is very expensive and time consuming to rectify.
- Do not put a canopy cover on a dusty or dirty canopy.
- Do use the canopy cover if a glider is parked outside for any length of time. If a glider is not to be used, then move it back into the hangar.

2.4 Daily Inspection (DI)

- Maintenance Release: Check Part 2 and note 'Minor and Major Defects'. Only approved personnel are able to carry out maintenance on gliders, other than accepted 'pilot maintenance'
- Battery: Install and check the voltage.
- Note, loggers and batteries are marked with specific glider registrations.
- Know how to operate all equipment before getting into the cockpit!
- Parachutes: Sufficient parachutes of various pack types are available for use in KSC gliders. For parachute DI – refer to 'Parachutes' below.
- Conduct the glider DI in accordance with the glider specific Flight Manual and with a bucket and chamois in hand.
- At end of day:
 - Select Master Switch OFF, and
 - Sign the DI Record
 - Vacuum the cockpit
 - Any equipment that is unserviceable should be reported to the Duty Instructor.
- Glider Trailers: - Each trailer is annotated with the specific glider name. All trailers require a 50 mm towing ball and a Utilux / Bosch 7 pin connector wired according to Utilux instruction.
- Duo Discus, check that the gas strut to each of the trailing edge flaps is functional by applying gentle upward pressure while the airbrakes are fully open.

2.5 Parachutes

Parachute inspection is an element of the glider DI when the parachute forms part of the required equipment. Check as follows:

- The correct location of release pins and adjust if necessary,
- Packing Slip for currency,



- Notify the Duty Instructor if a parachute becomes wet or is accidentally opened. In the former case the parachute must be immediately removed from the glider and spread out to dry to prevent mould developing,
- Do not put parachutes on the ground.

2.6 Movement on the Airfield

Hangar Doors

Following removal of all required gliders and prior to departing for the launch point, move all unused gliders back into the hangar and then close the hangar doors.

Towing with Vehicle and Rope

When towing a glider with a rope attached to the nose release, a minimum of three crew is required. One person controls the wing tip while the second positions at the leading edge of the wing, next to the cockpit, to prevent the glider from overtaking the tow vehicle on any downhill sections and shall always be in position to release the tow rope.

The tow vehicle driver shall have windows down and remain free of distraction such that clear communication with the glider crew is possible at all times.

Towing with Vehicle and Towbar

- Fit the respective glider wing walker and tow out gear and then hitch to the vehicle tow ball.
- Gliders should be towed at a walking pace.
- Ensure canopy is locked.
- Tow vehicle must have a serviceable VHF radio.

Operations Trailer location

- Hot Pink coloured star pickets with a white tyre at the base have been positioned at all runways, 05/23 and 16/34, to indicate where the Operations Trailer is to be located. See diagram below.
- The Operations Trailer shall be parked with the Pink marker post on the runway side of the trailer and directly in line with the tow ball. The EXCEPTION is when RWY 23 is in use. In this case the trailer shall be parked adjacent to the pink marker with sufficient room for vehicles to pass on the northern side between the cultivation and the Operations Trailer.
- The location of the Operations Trailer is important to operational safety as it provides a demarcation for separation of tugs to the upwind side of the trailer and gliders and pedestrians to the downwind side of the trailer.
- The correct location of the Operations Trailer is also important as it influences the gridding and adjacent landing location.
- The Operations Trailer shall not be located such that it is a hazard to the operation.

Vehicle Use – Gridding and Parking

- Vehicles are permitted to tow gliders to the applicable launch grid.

- Vehicles and gliders gridded on the field shall be positioned outside the gabled area and all vehicles shall be parked downwind of the Operations Trailer.
- The maximum permitted speed on the airfield at any time is 20 kph.
- Vehicle use should be minimised, and perimeter tracks used where possible.
- Vehicles without gliders attached are not permitted to cross runways.
- Cross Runway 16/34 at right angle to strip (Do not taxi on 16/34)

Glider Gridding – Launching & Landing Areas

- Gliders shall be gridded ready for launch in one or two lines depending on numbers, abeam or upwind of the airfield Operations Shelter at glider strip 16 or of the Operations Trailer at the alternate launch points. Always remove ground-handling gear immediately after positioning on the grid.
- An adequate area for landing gliders shall be maintained all times.
- An area to safely park two Tugs must be left immediately upwind of the Operations Shelter or Operations Trailer and clear of the flight strip. Pilots are to ensure that the area is clear of visitors and children at all times unless they are escorted by a club member.
- When operating from the launch grids always maintain a lookout for landing gliders and tugs.
- Never attach a tow rope to an unoccupied glider. Always release the tow rope if there is a major delay to launching.
- Never pull a glider by the wing tips only. Use the wingtip to manoeuvre the aircraft and apply force at the wing root to move the glider.
- When gliders are parked, one wing tip should be pointed into wind and the downwind wing tip placed on the ground and a weight carefully positioned on it. If wind strengths are likely to reach 15 knots (25 kph) or more, or if willy-willies are likely, then the glider should be securely tied down when left unattended.
- Strong winds require at least two people to attend a glider at all times. If a glider is to be moved in strong wind conditions, the nose should be pointed into wind to prevent control 'slapping' and possible damage.
- Notify the Duty Instructor if a glider cockpit becomes wet.

2.7 Cross Country Flights

- A pilot shall hold a C Certificate before being eligible for cross country flying training.
- A pilot wishing to fly cross country shall hold the appropriate rating.
- A pilot wishing to fly cross country shall inform the Duty Instructor of the proposed task and put details on white board after morning briefing and remove details from white board after returning from flight.
- The pilot shall ensure the glider contains all equipment required for the proposed flight.
- A pilot planning to fly cross country must nominate a Crew Chief prior launch.

- The Crew Chief must ensure the glider can be retrieved by road in the event of an out landing. This includes ensuring the following:
 - A car with the correct size tow ball and electrical connection is available for towing,
 - The correct trailer is available and serviceable, including internal mechanical fittings and electrical fittings, and
 - Sufficient crew members are available for the retrieve if required.

2.8 Airfield Administration & Liaison

- Logbooks: A pilot is required by CAR 5.51 to maintain an up to date logbook. Students undergoing instruction shall have all flights signed off in their logbooks by the instructor giving the training. New ratings or conversions shall be entered in a pilot's logbook by the instructor giving the rating or conversion.
- All pilots should expect the Duty Instructor to inspect individual logbooks before flying.
- A pilot may not be permitted to fly if his/her logbook cannot be produced.
- Supervision: Flying operations shall be under the supervision of the Duty Instructor or his/her delegate instructor.
- Public Relations: Every Club Member should consider it his/her duty to ensure that all unaccompanied non-members arriving on the airfield are offered relevant information and assistance. If in doubt, ask, don't leave it to someone else.
- Passengers: Most passengers are potential members and represent KSC's main contact with the public. Existing Club members should ensure that aside from a warm welcome, passengers receive an adequate level of information and assistance, such that they leave the airfield with a good impression of both the sport and Kingaroy Soaring Club.
- Mentors: Experienced Club members should help newcomers understand how to handle gliders correctly on the ground, how to attach tow ropes and how to signal correctly when conducting launching operations on the airfield. Inexperienced persons shall not undertake any of these tasks without proper supervision.

3 Flight Operations

3.1 Pre-Take-off Checks (ref. MOSP 2)

Pre-Boarding

- A** AIRFRAME (walk around check for damage and/or defects. Maintenance Release checked, including DI validity).
- B** BALLAST (glider loading is within placard limitations and trim ballast secure).
- C** CONTROLS (check controls, including airbrakes and flaps, for correct sense and full



deflections).

D DOLLIES (all dollies and ground handling equipment removed).

Post Boarding

C CONTROL ACCESS (Seat adjustments secure and positioned to allow for comfortable access to all flight controls, panel switches/knobs and the tow release. Rudder pedals adjusted for reach if applicable).

H HARNESS (secure, lap belt low on hips, both pilots).

A AIRBRAKES and FLAPS (airbrakes cycled and set for launch or closed and locked. Flaps set).

O OUTSIDE (airspace and take-off path clear. Wind velocity checked. Sufficient competent ground crew available).
OPTIONS (evaluate emergency plan).

T TRIM (Trim set as required, ballast confirmed).

I INSTRUMENTS (altimeter set, other instruments reading normally, no apparent damage. Radio on and on the correct frequency).

C CANOPY (closed, locked and clean).
CARRIAGE (undercarriage down and locked).
CONTROLS (checked for full and free movement).

3.2 Take-off

- All take-offs shall commence with the glider abeam, or upwind of the yellow Operations Trailer or the Operations Shelter when launching from glider strip 16.
- An arc of 45 degrees either side of the glider shall remain clear of obstacles.
- Dual Aero towing operations may be required for tug pilot training and or other valid operational reasons. All dual towing operations must be approved by the CFI and Tug master.

3.3 Circuit Directions YKRY

- Circuits will normally be left-handed, except on 'Glider Strip 16' where Right Hand Circuits are mandatory. This deconflicts glider traffic with left hand powered aircraft circuits on the same runway.
- Gliding operations utilise the western side of runway 16/34, Glider Strip 16/34 is marked by flat pink markers.
- Rwy 05/23: Gliders and tugs may fly below and inside the standard 1000 ft power circuit for this runway to deconflict with power traffic.
- A pilot may make a right-hand circuit on approach to landing areas if considered a safer course of action. A circuit entry radio transmission shall be made to this effect.

3.4 Landing

- A pilot shall check the wind direction and strength before commencing a circuit. The wind and therefore runway may change during a flight and revised circuit planning may be required.
- A pilot shall perform the pre-landing '**FUST**'.

Pre-landing Check

F FLAPS (set as required).

U UNDERCARRIAGE (Down and locked).

S SPEED (safe speed near the ground).

T TRIM (set for selected speed, disposable ballast drained).

- If the landing pads appear overcrowded a landing may be affected on the main runway or verges inside the gable markers if required.
- Display good airmanship and utilise landing areas leaving room for following landing aircraft.
- Allow adequate wingtip clearance each side of the projected landing path.
- Do not approach for landing with fixed objects in the line of flight or ground roll.
- The operational area at Kingaroy is bordered by pink markers.
- Do not taxi towards gliders or vehicles during the landing roll.
- After landing, avoid taxiing the glider from the middle of the strip whenever possible. If taxiing is required be mindful of the prevailing wind conditions and any consequent dangers of this manoeuvre. If required to taxi off, then do so to the left on 16, to the right on 34, to the right on 05 and to the left on 23.

3.5 Out landings

Retrieval by Trailer

Trailer retrieves shall be accompanied by a person qualified to de-rig the particular glider.

Retrieval by Aerotow

The minimum experience to carry out an aerotow retrieve are:

3.5.1 50 hours total glider flight time and

3.5.2 Approval by the Training Panel and

3.5.3 Approval by the Duty Instructor who shall consider all environmental factors affecting the retrieve.

- Refer to Members flying Charges sheet for costs.
- Permission of Landowner.

3.6 Aerobatics

3.6.1 Aerobatics in specific gliders may be approved subject to the following conditions:

- Compliance with all Flight Manual Limitations,
- Fully functioning mandatory instruments e.g. 'G' meter, and
- Completion of the GFA approved Pre-Aerobatic Check.
- Height – sufficient for recovery above 1000ft AGL
- Airframe – Flaps, airbrakes, undercarriage and trim as required
- Security – Harness, secure loose objects
- Location – clear of built up areas, cloud, controlled airspace and known busy circuit areas.
- Lookout – Ensure that airspace is clear around and BELOW, Use 90 degree turns plus an opposite 180 degree turn to carry out these checks, **NOT** a 360-degree turn.

3.6.2 Aerobatics shall only be conducted by:

- Pilots approved by the Training Panel, and
- Pilots who are current in aerobatic flight.

3.6.3 Aerobatic manoeuvres shall not be conducted below 2000 ft AGL and less than 2 nm from any CTAF airfield including YKRY and must not be conducted below 1,000 ft AGL and less than 2 nm from any non-CTAF airfield. Refer AIP ENR.

3.6.4 Aerobatics are not permitted in single seat gliders. Aerobatics are only permitted in specified two-seat gliders under the supervision of an appropriately rated Instructor.

3.6.5 Rolling or inverted manoeuvres are not permitted in any glider, except with the written permission of the Chief Flying Instructor (CFI).

3.7 Stall and Spin Manoeuvres

3.7.1 Stall and spin manoeuvres shall be conducted in accordance with the following Conditions:

- Compliance with all Flight Manual Limitations,
- Completion of the GFA approved Pre-Aerobatic Check, and

3.7.2 Stall and spin manoeuvres shall **NOT** be conducted below 2000 ft AGL and **NOT** less than 2 nm (nautical miles) from any CTAF airfield including YKRY and must **NOT** be conducted below 1,000 ft AGL and **NOT** less than 2 nm from any non-CTAF airfield. Refer AIP ENR.

3.8 Returning Gliders to Hangar

- Do not place wings over other glider canopies.
- Do not step over wings;
- Tail dolly - remove.
- Check Tail Ballast tank is empty
- Wing walker - attach and remove from the front of the wing, not the rear.
- Place wing walker on the rack provided near the door to the 'Donga'.
- Tow bar - place all tow bars together in the northwest corner of hangar.
- Batteries: Remove and connect to the charger. Check correct charging mode.

- Remove all items of ancillary equipment and return to their correct storage location.
- Airbrakes: Closed but UNLOCKED.
- Maintenance Release: Complete, including flight hours and landings.
- Advise the Maintenance Officer of any unserviceability including accidental 'hangar rash' via the Duty Instructor.
- Clean glider inside and out, pay particular attention to the wing leading edge, fit canopy cover and flush pee tube if required.
- Use a chamois and return to the cupboard when finished.
- Remove all foodstuffs and liquids from the cockpit.
- Ensure wings are secured by sandbags or tyres.
- Do not leave equipment, including parachutes, on the wings overnight due to the leaking hangar roof.
- Ensure the Duo Discus is chocked at the front of the hangar.
- All pilots are to check that their flight has been recorded correctly on the Ditto Day Sheet, Failure to do so will incur a \$30.00 administration fee on top of the recorded tow fees.

3.9 Flight Declarations

Flight declarations should be forwarded to the Duty Instructor with all relevant information.

3.10 Turn Point Files

Kingaroy turn point files are hosted on the Worldwide Soaring Turnpoint Exchange at <http://soaring.gahsys.com/TP/>

4 Air Legislation

4.1 Rules of the Air

- 4.1.1 Rules of the Air are listed in the back of the Pilot Logbook.
- 4.1.2 Soaring activities shall take place outside controlled airspace, unless an *Airways Clearance* is obtained from Air Traffic Control (ATC). The onus is on individual pilots to know where the vertical and horizontal controlled airspace (CTA) boundaries are located.
- 4.1.3 Airfields which regularly conduct gliding operations shall display a white double cross next to the primary windsock. Pilots shall look out for possible winch cables.
- 4.1.4 A single white cross displayed next to the primary windsock signifies a completely unserviceable airfield. A pilot may not land there under any circumstances.

- 4.1.5 A white dumbbell displayed next to the primary windsock signifies only the runways and taxiways are serviceable.
- 4.1.6 Pilots with less than 100 hours gliding experience may not thermal below 1,000 ft AGL.
- 4.1.7 In flight, whether thermalling or cruising wings level, **do not** remain in the 'blind' area of another aircraft at close range.

4.2 Radio Operations

See 'Communication Procedures and Airspace' section below

4.3 Pilot Ratings

- **Daily Inspector** – Approval to undertake a glider Daily Inspection (DI) to certify airworthiness on a daily basis.
- **Passenger Carrying** – Approval to carry a friend or acquaintance with the approval of the Duty Instructor.
- **Back Seat Rating** – Approval to fly a two-seat glider in command from the rear seat position.
- **Independent Operator**
- **AEI Instructor** – Approval to conduct an 'air experience' 'hands on' flight with an unrated person.
- **Level 1 Instructor** - Approval to train and check pilots. Unable to supervise the daily flying operation or send student pilots solo.
- **Level 2 Instructor** - Approval to supervise all facets of the daily flying operation.
- **Level 3 Instructor** - Approval as a checking instructor to conduct Instructor training and checking.
- **Duty Instructor** - The instructor responsible for the day's flight operations.
- **Chief Flying Instructor (CFI)** - The senior instructor responsible for the management and oversight of all Club instructors and flight operations.
- **Chairman of Training Panel (CTP)** – The Instructor/ Coach responsible for operation of the Training Panel.
- **Gliding Sporting Coach** – Pilot authorised to conduct cross country coaching by two-seater or lead and follow.
- **Tug Master** – The senior tow pilot responsible for the management and oversight of all Club tow pilots, towing operations and tug aircraft.
- **Approved Person** - Approved by CASA to train tow pilots.
- **Airworthiness Inspector** - Approved to oversee and/ or perform maintenance on gliders.
- **Maintenance Officer** - the Airworthiness Inspector responsible for the maintenance of the Club fleet.

4.4 Basic Airworthiness

- A glider shall not be flown if the Maintenance Release is not present in the glider and correctly endorsed for that day's flying.
- Gliders undergo a Form 2 annual inspection (or more frequently if required) and are re-issued with a new Maintenance Release, which shall be carried in the aircraft.
- If a glider is not airworthy and cannot be made serviceable, an appropriate entry shall be made in the Maintenance Release (Part 2 Major Defects) and the Duty Instructor informed as soon as possible.
- The Duty Instructor is approved to train Daily Inspectors who shall then be tested by a Daily Inspector Examiner. A logbook DI authorisation will then be issued by the examiner.
- Daily Inspection approval is included in the ab-initio training syllabus.

4.5 Damage to Club Aircraft

Any incident or accident involving damage to a Club glider shall be reported to the Committee, which shall then make an assessment of the person's liability.

A person found liable shall be responsible for up to \$1,500 of the cost of repairs.

4.6 Instructors and Coaches

- The KSC Training Panel shall consist of all Club GFA rated instructors, coaches and rated tow pilots who are current members of KSC. The Training Panel is chaired and directed by the Chairman of Training Panel (CTP).
- Level 2 or higher instructors shall approve first solo flights and glider conversions. A Level 1 instructor may perform these duties but under the direct supervision of a higher level instructor.
- All Instructors on the airfield are responsible for ensuring safe flying operations by both Club and private aircraft. However, when addressing flight safety issues on the day, other instructors should take care not to undermine the authority of the Duty Instructor and should liaise closely with him or her.
- Meetings of the Training Panel will be held periodically to discuss pilot progress and procedures in order to maintain and improve flying standards. When the Club basic training load is low, instructors and coaches should take every opportunity to fly dual cross country flights, train early solo pilots to a higher proficiency level and conduct ground instruction of other pilots where appropriate.

4.7 Tow Pilots

- Tow pilots shall obtain and read a copy of the GFA Towing Manual and the KSC Tow Manual.
- New Tow pilots must, as a minimum, have solo experience in a glider prior to commencing towing operations as solo PIC.
- Knowledge of these manuals and of the rules contained therein is required by all tow pilots.

- The duty tow pilot must attend the morning briefing or contact the duty instructor to advise their non-attendance. The tow pilot will advise duty instructor of the required runway and any other towing operational requirements.
- The tug is to be pre-flighted and ready to taxi out for launch at the end of briefing unless discussed with the duty Instructor.
- The Tug Master shall oversee the overall towing operation and have responsibility for tow equipment maintenance.
- It is the tug pilot's responsibility to ensure that the tug is ready by briefing, including fuelling, for the day's operations.
- The duty instructor should make available club members to assist with post flight duties including refuelling and hanging of tugs.

5 Flying Advancement

5.1 Glider Conversion Requirements - General

- 5.1.1** The individual stages of proficiency development are designed to encourage pilots to seek further advancement of their soaring skills, rather than just progress from one glider to the next. Progress through the glider fleet should be in conjunction with improved soaring skills including cross country flight and safe operation with water ballast.
- 5.1.2** Emphasis is placed on detailed knowledge of a glider's Flight Manual including limitations and Emergency procedures, before approved for solo flight in that type.
- 5.1.3** Progression to cross country flight shall be in accordance with section 5.6 below.
- 5.1.4** KSC operates four distinct classes of glider:
- Training two-seat: 1 x DG1001 Club Neo,
 - Lower performance 1 x single-seat Astir,
 - High performance 2 x single-seat Discus CS, and
 - Open Class 1 x Duo Discus X.
- 5.1.5** Conversion to a higher glider class is considered a progress stage with specific requirements and requires approval by the Training Panel.

5.2 Training two-seat DG1001

Ab-initio training will primarily be completed in the DG1001 Club Neo.

- 5.2.1** First Solo
Pilots shall complete their first solo in the DG1001 and shall comply with the following prerequisites:
- Satisfactory completion of all ab-initio training syllabus sequences,

- Satisfactory completion of a check and/ or instructional flight immediately prior first solo,
- The pilot shall have demonstrated a sound knowledge of the DG1001 Flight,
- Manual including all limitations and emergency procedures, and
- The pilot shall obtain a Flight Radiotelephone Operators License or the appropriate GFA Radio Operator logbook endorsement.

5.3 Lower Performance single-seat Astir

Pilots shall comply with the following requirements prior conversion to the Astir:

- 5.3.1** 'A' Certificate,
- 5.3.2** Minimum of 10 solo flights in the DG1001 or similar type. The minimum 10 flights may be reduced upon approval by the CFI or Level 3 Instructor. The expectation of such a reduction is based on significant aeronautical experience in similar aircraft, i.e. GA or RAA.
- 5.3.3** Receive a comprehensive briefing from an appropriately qualified instructor on all aspects of operation and flight characteristics of the Astir.
- 5.3.4** Demonstrate a comprehensive knowledge of the Astir Flight Manual including all limitations, emergency procedures and min./ max. pilot weight requirements, and
- 5.3.5** A working knowledge of the instrumentation and radio as fitted to the Astir.
- 5.3.6** Astir conversion waiver: The individual pilot is responsible to ensure that all aircraft limitations are complied with. If a pilot is unable to comply with the Astir maximum cockpit weight limitation then he/she may be approved for a conversion waiver and progress directly to solo flight in the Discus, provided that the pilot meets both the Astir and Discus conversion requirements.
- 5.3.7** Prior to conversion to the Astir pilots should carry out at least one takeoff and landing in the Duo Discus under instruction. The Duo Discus provides a similar landing attitude to typical single seat gliders.

Cumulative flight time and solo flight requirements flown in any glider type will be accepted in order to meet these requirements.

5.4 High Performance single-seat Discus

Pilots shall comply with the following requirements prior to conversion to the Discus:

Minimum of 60 hours total glider flight time, or

- 5.4.1** Minimum of 50 hours total glider flight time if the pilot has successfully completed at least two cross country flights of 100km or more in the Duo Discus under the supervision of a coach or instructor,
- 5.4.2** Receive a comprehensive briefing from an appropriately qualified instructor on all aspects of operation and flight characteristics of the Discus,

- 5.4.3** Demonstrate a comprehensive knowledge of the Discus Flight Manual including limitations, emergency procedures, min./ max. pilot weight requirements and loading and use of the water ballast system.
- 5.4.4** A working knowledge of the instrumentation and radio as fitted to the Discus.
- 5.4.5** Prior experience in other fiberglass high performance gliders or significant aeronautical experience in similar aircraft, i.e. GA or RAA may be considered against the above experience requirements on a case by case basis as approved by the CFI or Level 3 Instructor.

5.5 Open Class Duo Discus

The Duo Discus is the most sophisticated glider in the KSC fleet. To qualify for conversion a pilot shall demonstrate excellent flying skills and judgment.

There are two stages of conversion; PIC Front Seat and PIC Rear Seat and the requirements are as follows:

5.5.1 PIC Front Seat:

- Minimum of 200 hrs. total glider flight time, or instructors with approval of the CFI.
- Minimum of five Duo Discus flights with an instructor or coach inclusive of
- at least one cross country flight of 100km or more,
- Silver C Certificate,
- Satisfactory completion of at least one check flight in the Duo Discus,
- Demonstrate a comprehensive knowledge of the Duo Discus Flight Manual
 - including the aircraft limitations;
 - emergency procedures;
 - min./ max. pilot weight requirements and
 - loading and use of the water ballast system.
 - receive a comprehensive briefing from an appropriately qualified instructor on all aspects of operation and flight characteristics of the Duo Discus,
 - demonstrate a working knowledge of the instrumentation and radio fitted to the Duo Discus.

5.5.2 PIC Rear Seat:

- Duo Discus PIC Front Seat rated,
- Satisfactory completion of at least two Duo Discus rear seat flights with an instructor.
- Back Seat rating

Prior experience in two seat high performance gliders will be considered against the above experience requirements on a case by case basis.

5.6 Cross Country and Flight with Water Ballast

5.6.1 Cross Country Flight

Prior to the first solo cross-country flight and/ or first PIC two-seat cross country flight in a new glider type the pilot shall meet the following requirements:

- Complete out-landing Checks prior first solo cross-country flight,
- Complete 'A, B and C' Certificates,
- Approved for general cross-country flight by the Training Panel,
- Flown at least two local solo flights in the glider to be flown cross country.
- Approved by the Duty Instructor, and
- A working knowledge of rigging and derigging the glider and operation of its trailer.

5.6.2 Flight with Water Ballast: Prior to the first solo flight with water ballast in each glider type the pilot shall meet the following requirements:

- Demonstrate with reference to the glider Flight Manual, a thorough knowledge of the loading, limitations, and operation of the water ballast system,
- Receive a thorough briefing from an appropriately qualified and experienced coach or instructor regarding the limitations and flight characteristics of the glider when loaded with water ballast, and
- Conduct one satisfactory local flight with water ballast under the supervision of an appropriately experienced coach or instructor before being approved for unsupervised cross-country flight with water ballast.

It is recommended that water ballast jettison commence before entering the circuit area such that ballast tanks are completely empty prior landing.

Flights with water ballast **only in the tail tank**, shall be planned such that this ballast is jettisoned prior each landing.

Gliders flown with water ballast shall be checked at the end of daily operations to ensure all water ballast has been jettisoned, particularly from the tail tank.

5.7 Regattas and Competition Flying

KSC pilots require Committee approval to take Club gliders to regattas and competitions away from Kingaroy.

Pilots shall be specifically approved by the Training Panel prior to flying a club glider at a site away from Kingaroy.

Pilots requesting gliders for these events shall have:

- More than 80 hrs total glider flight time and
- Minimum of 10 hrs flight time on the glider type requested and
- Silver 'C' Certificate and if required by the applicable competition rules
- Competitor's Licence.



Gliders flown at events away from Kingaroy shall be charged a Daily Rate of three (3) hours flying time at the relevant rate for each full day.

Members shall ensure a \$500 credit balance in their flying account before the glider leaves Kingaroy.

Members taking gliders away will ensure that a damage and condition report is witnessed and submitted prior to departure.

While a Club glider is away from Kingaroy, the responsible Member shall provide all consumable items, care, cleaning and security of the glider, its equipment and trailer. Additionally, the Member shall rectify any damage to the glider, its equipment or trailer not mentioned in pre-departure damage and condition report.

5.8 Club Coaching

Coaching is an important stage of any glider pilot's education and as such, it is vital that pilots are exposed to cross country flying as early as possible.

Pilots are to be encouraged to utilise coaching by all Club members. Emphasis should be placed on the differences between coaching and flight instruction and what to expect on the flight.

The Club Coaches are available to provide pilots with ongoing soaring and cross-country training from pre-solo and 'C' certificate through to achievement of a Glider Pilot Certificate.

Coaches are available to fly weekend cross-country tasks and participate in competition flying.

5.8.1 Bookings, all pilots are encouraged to make bookings with coaches well in advance. Pilots can contact the Coach Coordinator directly to access coaching.

5.8.2 GPC Training Syllabus items that may be covered in coaching flights include:

- FLARM use
- Thermal centering techniques
- Thermal entry
- Soaring with other gliders
- Thermal sources and selection
- Flight preparation, glider/trailer and pilot
- Soaring instruments and flight computers
- Meteorology and flight planning
- Navigation and airspace



- Cruising, speed to fly and height bands
- Demonstrated cross country capability

5.8.3 Coaching may take the form of ground training or practical flying including 2 seater and lead and follow flying.

5.8.4 The Coaching Coordinator will facilitate coaching activity in the club.

5.8.5 Instructors are to inform the Coach Coordinator when a trainee needs coaching for cross-country, competition or to attain their GPC.

5.8.6 The pilot is expected to:

- arrange a suitable time with the Coach for coaching, and
- prepare for their coaching session with relevant reading and planning.

5.8.7 The Coach is expected to:

- Set learning goals with the pilot
- Brief the pilot regarding safety and communications
- Provide briefing and debriefing on skills and knowledge being coached

6 Pilot Physiological Risks

6.1 UV Protection

Ultraviolet light exposure increases with altitude therefore pilots should always wear a hat, sunglasses and sunscreen.

6.2 Dehydration

Pilots should drink plenty of fluid regularly during the flight even if not feeling thirsty. Adding electrolytes to drinking fluid helps maintain the body's chemical balance. Dehydration is a major contributing factor to pilot disorientation.

Use a urination system in flight.

6.3 Hypothermia

Atmospheric temperature decreases with altitude so ensure adequate clothing is worn when flying at higher altitudes particularly in wave.

6.4 Hypoxia

Civil Aviation Orders mandate the use of supplementary breathing oxygen above 10,000 ft QNH.

7 Communication Procedures and Airspace

7.1 Introduction

This section provides guidance and awareness of the communication and airspace requirements in the Kingaroy (YKRY) local soaring area.

7.1.1 References

Pilots should refer to the following publications (generally available online) in conjunction with this section to maintain a comprehensive understanding of communication and airspace requirements in Australia:

- Airways and Radio Procedures for Glider Pilots (GFA Publication),
- GFA Airways and Radio Procedures Manual,
- <http://www.casa.gov.au> Go to E-learning -> Tutorial 2 'Operations at or in the vicinity of Non-Towered Aerodromes',
- AIP,
- VFG,
- ERSA,
- CAAP 166-1(3),
- CAAP 166-2(0), and
- NOTAMs.

Pilots not familiar with the above documents are encouraged to consult with KSC members who have a working knowledge of airspace requirements and radio procedures.

CTAF and other frequencies are published in ERSA.

7.1.2 General – YKRY CTAF 127.45 Mhz

- Kingaroy is a 'Certified' aerodrome (refer ERSA) and operation within its vicinity requires the carriage and use of radio and compliance with CAAP 166-1 procedures.
- Pilots flying from YKRY require a Radio Operators endorsement in their logbook (ref. CAR 166, and GFA Airways and Radio Procedures Manual) or a Flight Radio Operators License (FROL) usually in conjunction with a PPL or higher license.
- The local soaring area borders controlled airspace, military control zones and restricted airspace, with airline and other traffic operating in the airspace directly over and laterally close to YKRY.
- The aerodrome can be busy with a mix of gliding operations, powered aircraft training flights both civil and military and Royal Flying Doctor Service (RFDS) King Air emergency medical flights and training.
- GFA glider frequencies (**122.5, 122.7, 122.9 Mhz** etc.) should only be used when outside the vicinity of YKRY or other CTAF aerodromes and when no

risk of collision with other aircraft in the vicinity of the aerodrome exists, see Appendix C.

- **YKRY AWIS** (automated weather information service) frequency **125.95 Mhz.**
- Pilots shall observe proper radio etiquette and keep chatter on CTAF frequencies to an absolute minimum and transmit necessary information only.
- All CTAF communication must be in English.
- Think before transmitting and be clear and concise. Position, Altitude, Intentions

7.1.3 Aerodromes in the Kingaroy soaring task area

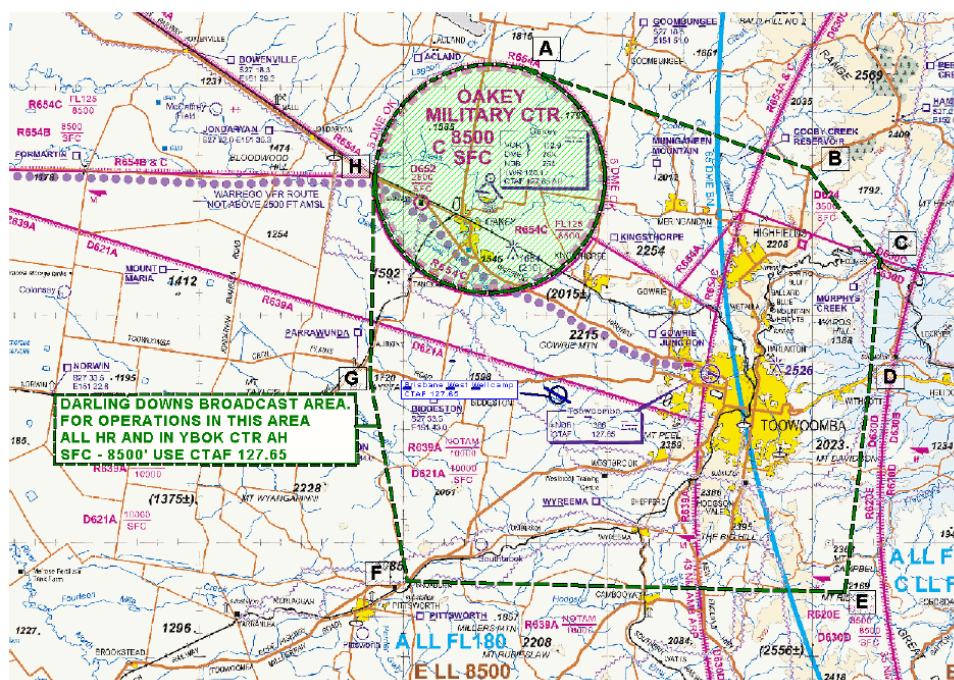
Pilots shall monitor and broadcast on the appropriate CTAF frequency when in the vicinity of a non-towered aerodrome.

Some of these in the local area are:

Airport	CTAF	Airport	CTAF
Amberley Tower	118.3 CTAF 118.3	Monto	126.70
Brisbane Centre	121.2 SFC-BCTA	Mundubbera	126.70
Brisbane Centre	123.0 085-FI180	Nanango	126.70
Boonah	122.75	Oakey	127.65
Caboolture	118.80	Oakey Tower	120.1
Chinchilla	126.35	(including when airspace is not active)	
Dalby	126.70	Oakey ATIS	124.3
DDSC	126.70	(when airspace not active Info Z is broadcast)	
Gayndah	126.70	Roma	126.95
Goondiwindi	126.70	Taroom	126.7
Gympie	126.70	Toowoomba	127.65
Kingaroy	127.45	Warwick	127.85
Miles	126.35	Wellcamp	127.65
		Wondai	126.70

Note: Check ERSA or the applicable maps for the current CTAF Frequencies.

Darling Downs Broadcast Area



7.2 Radio Communications (ref. CAAP 166-1(3))

7.2.1 Carriage of VHF radio and qualification to use that radio are mandatory when operating on the maneuvering area, or in the vicinity of non-towered, registered, certified or military aerodromes. Exemptions to this rule are detailed in CAR166E, AIP ENR 1.1 sect 20.2.5, and CAAP 166-1(3) and CAAP 166-2(1).

Regulations require glider pilots to communicate with other airspace users in the appropriate manner.

7.2.2 Common Traffic Advisory Frequency (CTAF) Aerodromes

An aircraft within the vicinity of a non-towered aerodrome, i.e. within a horizontal distance of 10nm, in airspace other than controlled airspace and at a height above the aerodrome that could result in conflict with operations at that aerodrome, is required to make a general broadcast when the risk of a collision exists, or when necessary to avoid a collision with another aircraft in the vicinity of that aerodrome.

- A general broadcast shall include:
 - (Location) “..... TRAFFIC”
 - (Aircraft type and call sign) “GLIDER”
 - (Position of the aircraft, altitude AMSL, ETA and the pilot’s intentions)
 - (Location)
- When operating in the vicinity of a non-towered aerodrome all pilots shall make the following position broadcasts:
 - Inbound - 10nm (approximately 20km) or earlier from the aerodrome, including when intending to fly in the vicinity of, but not land at the aerodrome,
 - Immediately prior to ‘joining the circuit’,



- Pilots should announce their intention to conduct a straight -in approach with their inbound broadcast. A further broadcast of intentions should also be made when not less than 3 nm (approximately 6km) from the runway threshold.
- Immediately prior to 'turning base' leg, and
- whenever it is reasonably necessary to avoid a collision, or the risk of collision, with another aircraft exists.
- Pilots overflying an airfield are required to remain clear of the circuit area.

7.2.3 Example Radio Calls:

- Inbound - 10nm (approximately 20km) or earlier from the aerodrome, including when intending to fly in the vicinity of, but not land at the aerodrome: "Kingaroy Traffic, Glider Kilo Delta Xray, 10 miles to the west, 4000, inbound, estimate the circuit at 45, Kingaroy"
- Joining Downwind - "Kingaroy Traffic, Glider Kilo Delta Xray, Joining right downwind Glider Strip 16, Kingaroy"
- Turning Base if deemed necessary for safety - "Kingaroy Traffic, Glider Kilo Delta Xray, Turning right base Glider Strip 16, Kingaroy"
- Towing gliders across a runway - "Kingaroy Traffic, Glider Kilo Delta Xray, Crossing runway 34 for the apron, Kingaroy"
- Making the correct calls will provide other traffic with adequate warning of pilot intentions and proposed circuit direction.
- Circuit broadcasts should be made prior to beginning a turn to improve visibility as the aircraft turn commences. The sequence is 'Look', 'Talk', 'Turn'.
- Power traffic will monitor glider radio calls and provide their own separation especially when overflying to join their respective circuit. Power traffic may request glider intentions and location.

7.2.4 Towing Gliders on the aerodrome maneuvering area

A broadcast is required when crossing and entering a runway and operating on the aerodrome maneuvering area. A glider being towed behind a car is considered to be a taxiing aircraft. A radio should be used to listen on the CTAF frequency for inbound and current circuit traffic and make the appropriate broadcast prior towing across or onto a runway.

In addition to 'listening out', maintain a good 'lookout' for both glider and power traffic. If holding on the apron while power traffic carrying out a full stop landing on YKRY runway 16 or 34, hold clear of the main taxiway to allow the traffic to vacate the runway to the apron area.

Stop at Holding Point and visually check for traffic before proceeding across Runway at right angle.

7.2.5 Collision Avoidance (ref. CAAP 166-2(1))



The most hazardous zone is within 5 nm of an aerodrome and up to 3000 ft above airfield elevation. It is important for all pilots to maintain good situational awareness by listening and looking out and responding to other traffic calls as necessary.

All preparation and planning for the circuit entry should be completed prior the inbound broadcast. This includes monitoring the YKRY AWIS 125.95 for the current surface conditions.

Most collisions occur on downwind or final approach where the pilot is most distracted with configuring and maneuvering the aircraft for landing. It is vital to look 'outside' the circuit area for other landing traffic, especially on base leg and when turning onto final. This is particularly important when another aircraft is conducting a straight-in approach or after an aircraft is carrying out an instrument approach.

7.2.6 Instrument Approaches (ref. Appendices)

Instrument Flight Rules (IFR) aircraft frequently operate into Kingaroy in conditions that require a descent through cloud. RNAV GNSS approaches to runway 16/34 and GPS arrivals from all directions may be used, see Appendices D and E.

This brings IFR traffic into close proximity with glider operations at low altitude. Occasionally these approaches are conducted for practice by aircraft and helicopters in visual conditions and it should be expected that the pilot flying the approach may not be looking out of the cockpit.

After completing the instrument approach, the aircraft may conduct a

- i) missed approach,
- ii) straight in landing,
- iii) join the circuit for a visual approach and landing, or
- iv) circle to another runway

On hearing an IFR pilot's intention to make an instrument approach to Kingaroy, glider pilots should advise their position and intentions so as to reduce the possibility of conflict. The aircraft making the approach will broadcast 'overhead tracking outbound' and then 'turning inbound' to the aerodrome with 'intentions' for after the approach. These intentions can include any of **i) to iv)** above.

7.2.7 Airspace

Airspace classification and location shall be determined by reference to the applicable charts, publications and NOTAMS. NOTAMS shall be checked prior flying each day to see if applicable restricted areas are active. Log into Airservices NAIPS:

<https://www.airservicesaustralia.com/brief/Default.asp>? and check the Area 40 NOTAMS.

Predominately uncontrolled airspace lies to the West of Kingaroy. However, on days when standing waves or very high convection occurs there is a potential risk for flights to infringe controlled airspace. A thorough knowledge of the airspace structure is required before flying in these conditions. The airspace directly over Kingaroy and to the East is affected by Brisbane airport.

- Class G and E Uncontrolled Airspace surrounds Kingaroy and extends to the West with Class G up to 8500 ft AMSL and Class E from 8500 ft AMSL to FL180. Class E airspace lower limit steps up to FL180 approximately 40 nm (75km) to the West of Kingaroy (slightly West of Jandowe North Crossing). Reference to the Brisbane - Visual Terminal Chart (VTC) shows we are able to fly up to FL180 directly above Kingaroy.

- Class C Controlled Airspace lies approximately 18nm (33km) South-East of Kingaroy (65DME BN) with a lower limit of FL125. Class C controlled airspace is only available for glider operations with a specific Airways Clearance. Carriage of a transponder will most likely be required. Unapproved flight in controlled airspace poses a serious threat to the safety of the traveling public and will have serious negative ramifications for the gliding community.
- Military Control Zones and Restricted Areas: RAAF Amberley (YAMB) lies to the South East and ARMY Oakey (YBOK)) to the South of Kingaroy. These airports and their surrounding controlled airspace are generally closed to all civil operations during the week, with the exception of traffic with specific clearances.
- Oakey is most restrictive to KSC mid-week gliding operations with R643A active up to
- 6500 ft, and R655 active from 6500 ft to FL125. The Oakey ATIS 124.3 will broadcast
- 'information Zulu' when the associated airspace is deactivated.
- Amberley restricted areas R626A (10000 ft – FL210) and R626B (10000 ft – FL310)
- shall be checked for activity prior operating in this area.
- Altimetry: Above the Transition Altitude - 10,000ft QNH, all altimeters shall be set to 1013.2 mb to reference Flight Levels. Allow a sensible lateral and vertical 'buffer' when flying close to controlled airspace.
- Do not rely solely on GPS altitude, as a recommendation GPS altitude should be set to read actual height AMSL when below 10,000ft, with an auto switch over to FL above 10,000ft QNH.
- Wellcamp YBWW: Pilots must be aware of the airspace and procedures surround the new Brisbane West Wellcamp (YBWW). This airport is serviced by heavy jet transport aircraft including B747-800F. CTAF + ARFU 127.65, AWIS 133.6. Both Runways 12/30 have RNAV GNSS arrivals and approaches.
- Runway 12 approach begins at OMBUS and BWWND 4200ft in D621A, the missed approach also penetrates into D621A up to 4200ft, south and outside of OAKEY CTR.
- Runway 30 approach begins at BWWSC on the edge of R620E but still in D621A at 6000ft, the missed approach penetrates D621A at 4200ft, south and outside of OAKEY CTR.

APPENDIX A: Safety Policy Statement

KINGAROY SOARING CLUB

SAFETY POLICY STATEMENT

The Kingaroy Soaring Club is committed to safety in all aspects of operations.

The club is committed to develop, implement, maintain and constantly improve strategies and operations to ensure that all aviation activities are conducted to achieve the highest level of safety and enjoyment.

The club is committed to achieve this while complying with all regulations, operational procedures, and maintaining the highest standards while delivering all club activities.

The club committee, sub committees, and all club members are responsible for maintaining the highest level of safety while achieving maximum enjoyment.

The club commitment is to:

- **Support** the management of safety through the provision of all resources that result in a “just culture” fostering safe practices, encourages safety/hazard reporting and communication, and actively manage safety;
- **Enforce** the management of safety as a primary responsibility of all club members;
- **Clearly** define all executive club members and club members alike, their accountabilities and responsibility for delivery of the club’s safety performance and performance of the safety management system;
- **Establish and operate** hazard identification and risk management processes, including a club hazard reporting system, in order to eliminate or mitigate the safety risks of the consequences of hazards resulting from club operations or activities to a point which is as low as reasonably practicable (ALARP);
- **Ensure** that no action will be taken against any club member who discloses a safety concern through club reporting system, unless such disclosure indicates, beyond a reasonable doubt, an illegal act, gross negligence or a deliberate or willful disregard of regulations or procedures;
- **Comply** with and, wherever possible, exceed, legislative and regulatory requirements and standards of CASA and the GFA;
- **Ensure** that club resources are available to implement safety strategies and processes;
- **Establish and measure** the club safety performance against realistic safety performance trends and targets;
- **Continually improve** the club safety performance through processes that ensure that relevant safety action is taken, and;
- **Ensure** that external systems and services supporting the club, i.e. from GFA and/or CASA, are distributed to the members.

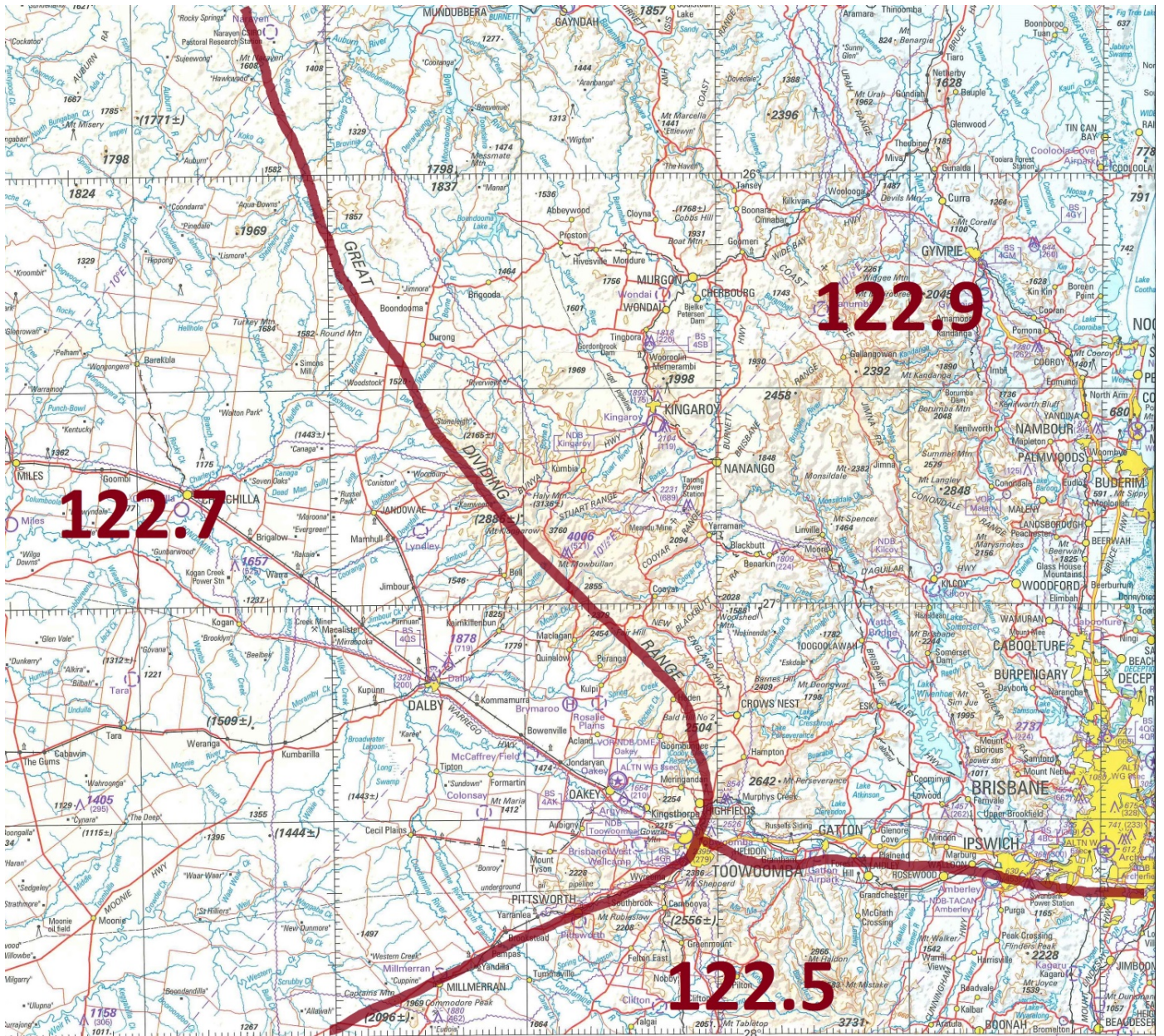
(Signed) 
President Kingaroy Soaring Club Rev 2

APPENDIX B: Kingaroy Airfield Diagram

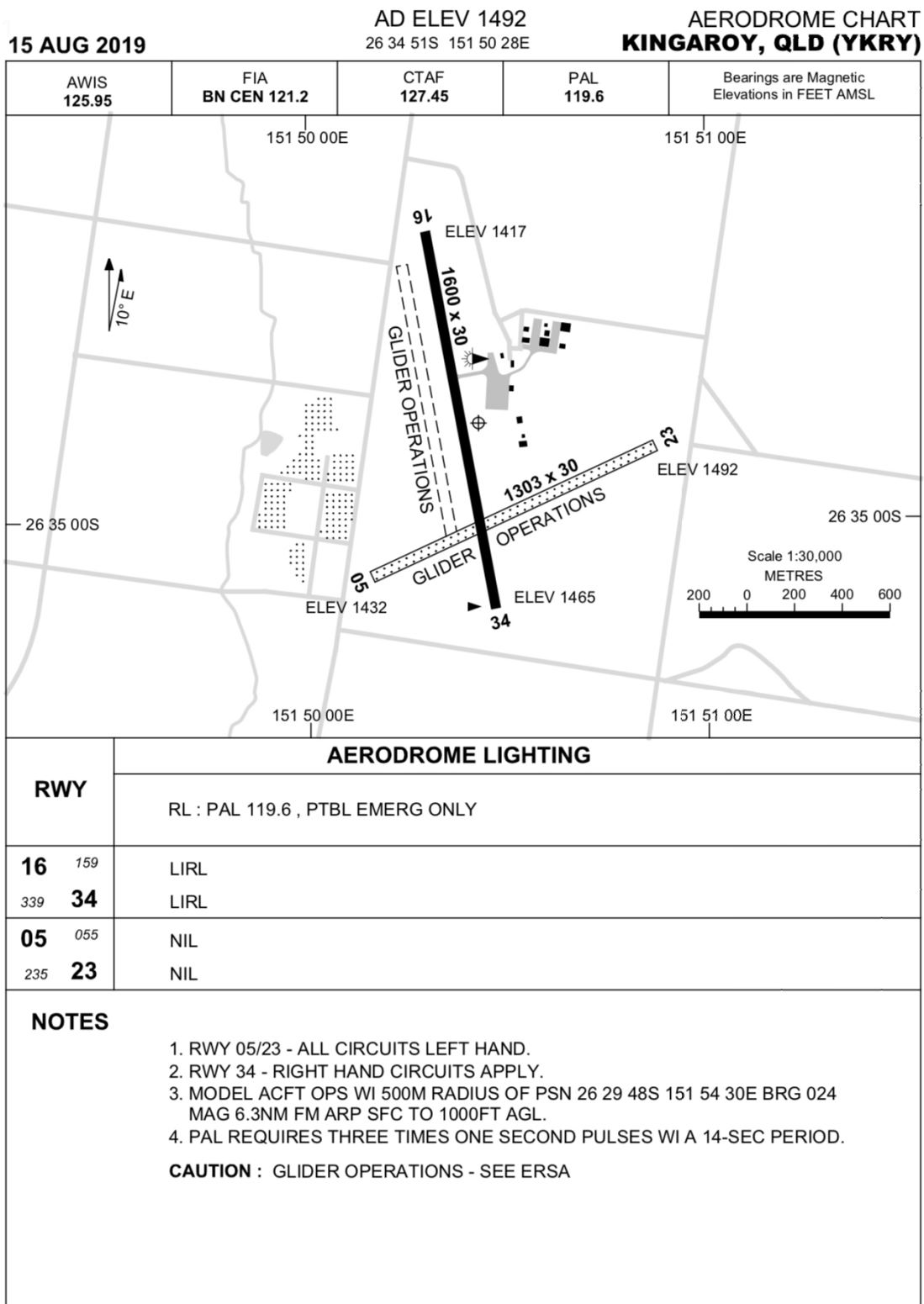
S26°34.800' E151°50.500' Elev 1492 ft



APPENDIX C: Safety Frequency Map



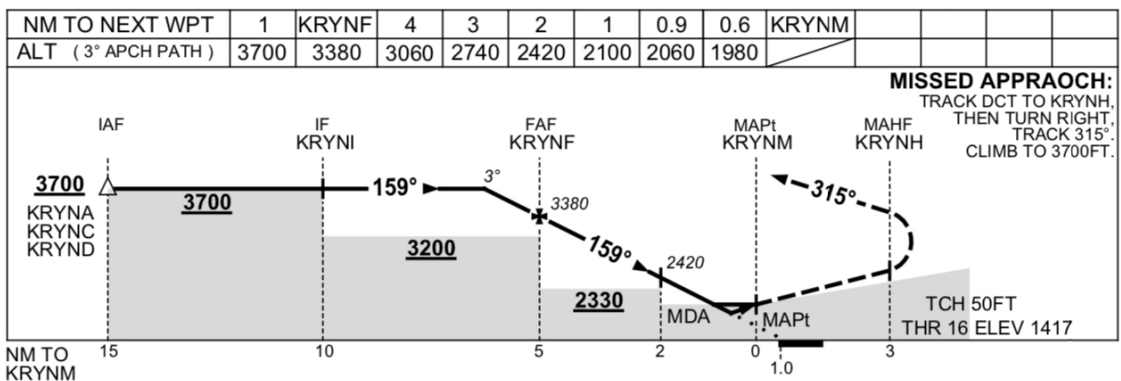
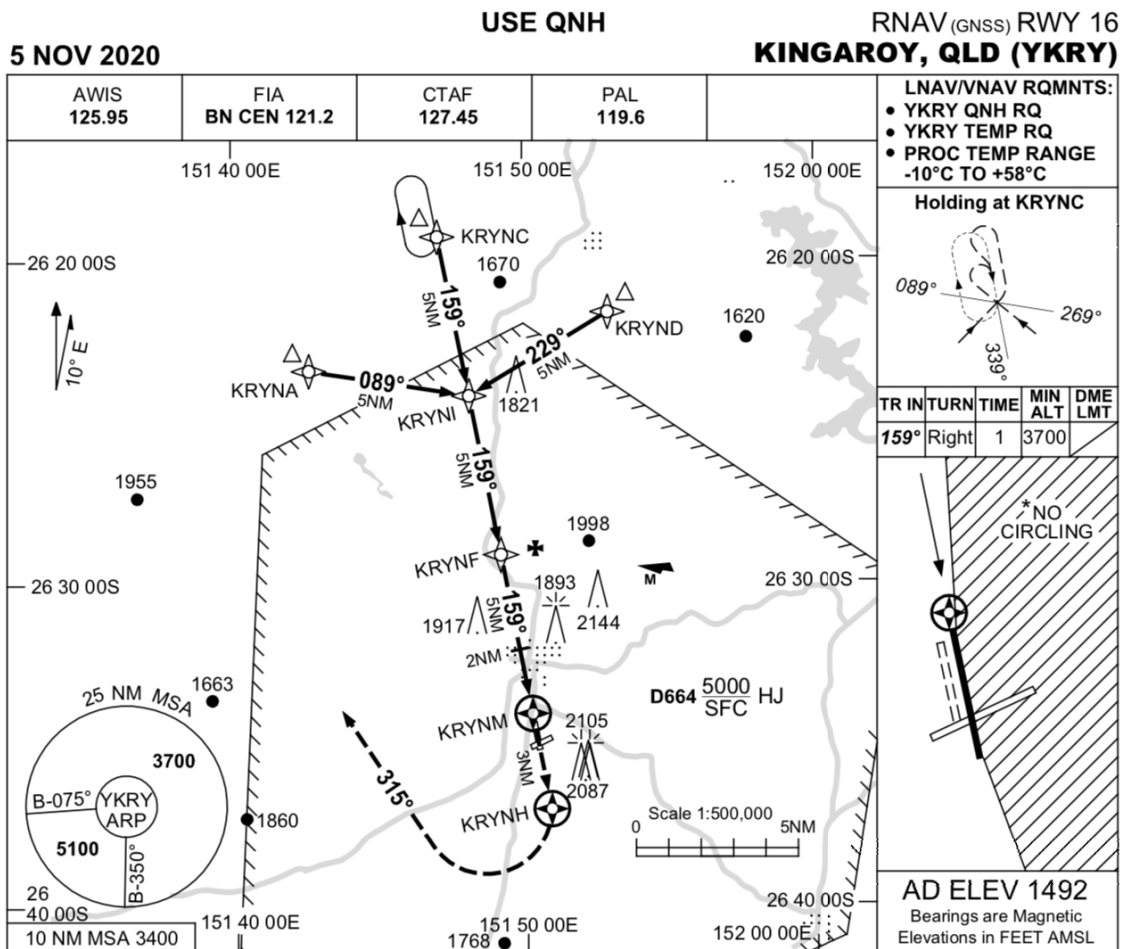
APPENDIX D: YKRY AERODROME CHART



Changes: NOTES 3 & 4, CO-ORD FORMAT, Editorial.

KRYAD01-160

APPENDIX E: YKRY GNSS RWY 16 APPROACH

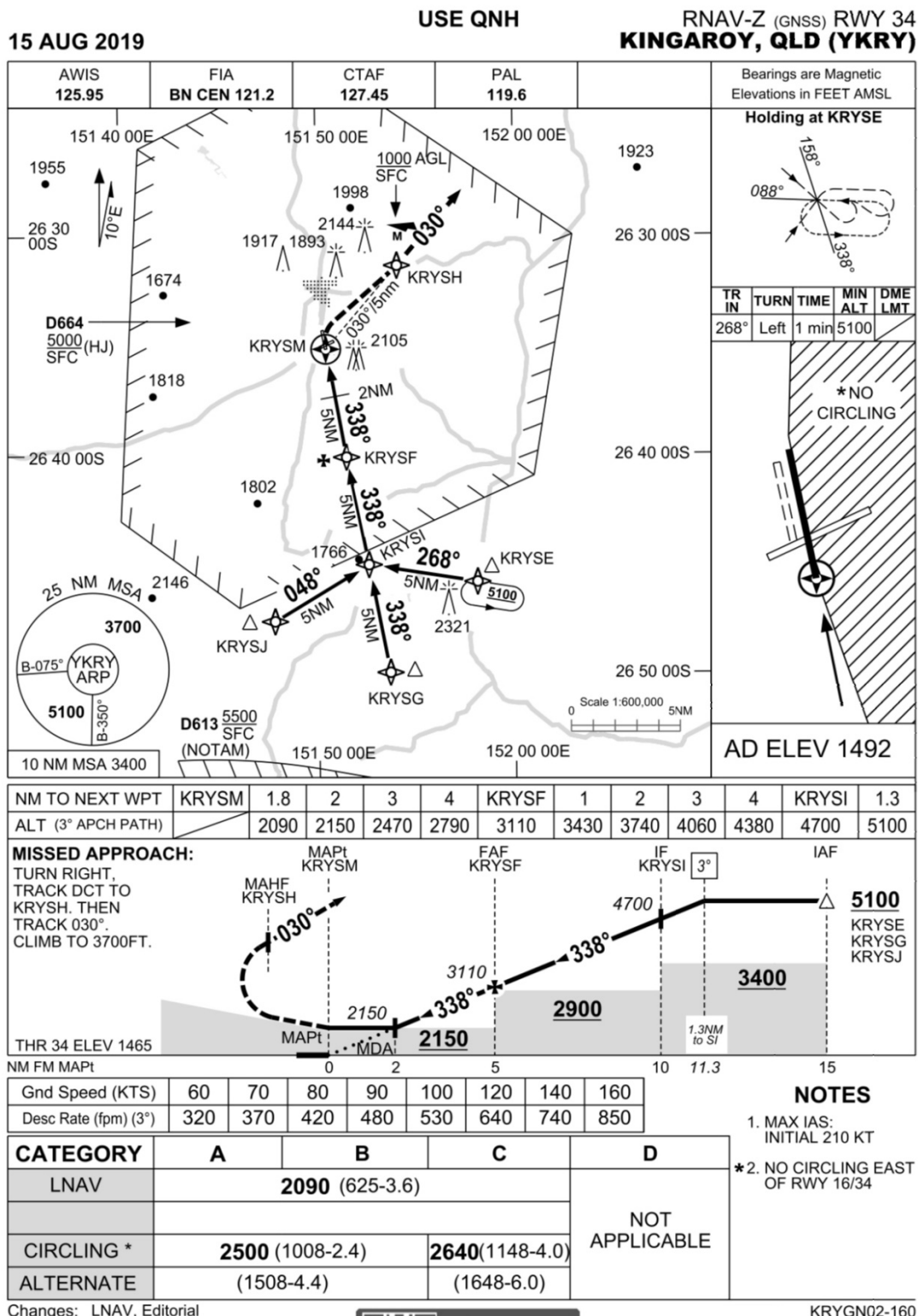


CATEGORY	A	B	C	D
LNNAV/VNAV	1980 (563-3.2)			NOT APPLICABLE
LNNAV	2060 (643-3.7)			
CIRCLING *	2500 (1008-2.4)		2640 (1148-4.0)	
ALTERNATE	(1508-4.4)		(1648-6.0)	

Changes: FROM SUP H66/20.

KRYGN01-165

APPENDIX F: YKRY GNSS RWY 34 APPROACH



Changes: LNAV, Editorial

KRYGN02-160

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APPENDIX G: KRY PILOT BRIEFING

Locate - Case (phone, spin chart, AEF book, SAR Form, ERP, Gate Keys) Hangar Keys

Tug Pilot: Phone No:

Tug Pilot helper to pull out and put tug away Phone No:

Ditto log Keeper Phone No:

Caravan and Gates Phone No:

Instructor assistant - Phone No:

Coach Phone No:

Local WX Temp - /

TAF

Winds / / /

Conditions:

NOTAMS: Y / N Details:

Duty Runway: Pie Cart Moved confirm position / Person to move

Tug - any + 55kg wing loading gliders = CTA required

AREA 40 Forecast

Winds: 2 / 5 / 7 / 10 / 14 / 18
/

SOARING Forecast

Knots TOC CU Cover

OPERATIONAL ISSUES

- GFA Membership. The duty instructor should say in the briefing that "All pilots flying as PIC must be current GFA members"

- Taxing Route / Radio / Hazard lights

- Pie Cart - Car Parking

- Glider Frequencies: YKRY above 4500 - 122.9, Bunyas and Downs - 122.7

- Airspace: Oakey ATIS - 124.3 information Zulu = deactivated

Darling Downs Broadcast Area - 127.65 (Pittsworth)

- Out landing requirements, car fuel, trailer, phone numbers, 121.5 if required

- Inbound Call - 10nm



- YKRY - AWIS 125.95
- Discus Drivers - Dump Water
- No short landings, land within gable markers
- Taxi Off - 05 > Right, 16 > Left, 23 > Left, 34 > Right
- Ditto Key
- Tug Pilot has SAR responsibility on single instructor operational day
- Hydration
- Oxygen
- Badge Flights, who is OO and are you prepared?
- Accommodation register

CLOSE OF BUSINESS

- MR record / check any Minor or Majors - report if required
- Check – DITTO at end of day
- Return - Case / Phone on charge / Keys
- Day Report.

Definitions, acronyms and abbreviations

Acronyms and abbreviations	Description
AEI	Air Experience Instructor
AGL	Above Ground Level
AIP	Aeronautical Information Publication
ATC	Air Traffic Control
AWIS	Aerodrome Weather Information Service
CAAP	Civil Aviation Advisory Publications
CAR	Civil Aviation Regulation
CASA	Civil Aviation Safety Authority
CFI	Chief Flying Instructor
CTAF	Common Traffic Advisory Frequency
CTZ	Controlled Zone
DI	Daily Inspection
ENR	En-Route
ERSA	En_Route Supplement Australia
FRP	Fibre Reinforced Plastic
GFA	Gliding Federation of Australia
GNSS	Global Navigation Satellite System
GPS	Global Positioning Satellite
IFR	Instrument Flight Rules
KSC	Kingaroy Soaring Club
MOSP 2	Manual of Standard Procedures Part 2
NOTAM	Notice To Airmen
PIC	Pilot In Command
RNAV	Instrument Approach
RWY	Runway
SAR	Search and Rescue
UHF	Ultra-High Frequency
VFRG	Visual Flight Rules Guide
VHF	Very High Frequency (radio bands)