

Hunter Valley Gliding Club

Pilot Safety Briefing



Safety Expectations

The HVGC has a good safety record, both in flying & ground operations and it is the responsibility of all visitors & members to operate to the club's safety standards to help ensure the safety of all.

The safety standards are documented in the GFA Manual of Standard Procedures (MOSP), the club Safety Management Plan and the club Risk Assessment. These documents are available for members on the GFA & club websites.

Emergency Response Plan (ERP)

Copies of the airfield ERP are located at each piecart and on the club noticeboard. Any incident or injury must be reported to the duty instructor and logged in the club safety management system. First aid kits are located at each piecart and in the clubhouse meeting room.

Flying Briefings

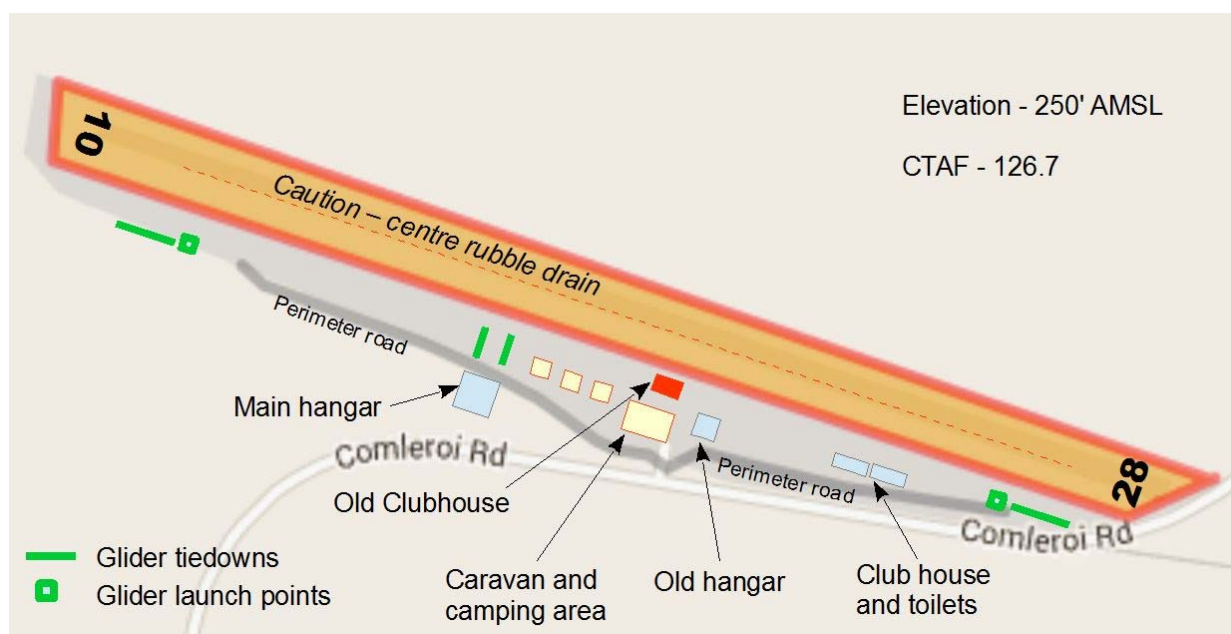
A pre-flying briefing is conducted in the clubhouse every morning at 9.30am. A debriefing is also held at the clubhouse at the conclusion of the day's flying. All pilots are expected to attend these briefings. If you are unable to attend either briefing for any reason you must see the duty instructor before you fly or leave the airfield.

Runway & Circuits

The Warkworth runway direction is 10/28. Avoid landing on or near the "centre line" of the runway. It is a drain and a large portion of it comprises loose granite stones.

The preferred circuit direction is LH on both runway 10 and 28, however do not compromise safety. Use a RH circuit if it is safer for any reason. All circuits joining and direction are to be advised with a radio call.

When the tug takes off it will normally maintain runway heading until it reaches 1000ft AGL, then initiate a turn. Pilots are encouraged to remain clear of this departure path to avoid conflicts.



Taxiing & Towing Out Gliders

In order to keep the northern runway available for landing aircraft at all times, the preferred route for taxiing aircraft and glider tow-outs is on the southern side of the runway. Taxiing aircraft and gliders being towed out are to advise their intentions on the CTAF frequency before entering either runway.

Once gliding operations have commenced, pilots should make every effort not to hold up operations. When taxiing/towing out, only proceed past the old clubhouse if it is clear and there are no aircraft landing, taking off or about to take off.

Radio Calls

The Warkworth airfield CTAF is 126.7 Maintain a listening watch on this frequency when within 10nm of the airfield. A circuit call advising intentions is to be made when joining downwind. When flying X-country, inbound calls are to be made at 10nm advising direction and height.

All radio use is to be professional and gliding frequencies 122.7 and 122.9 are to be used for chat.

Local Airspace

There are several restricted and danger areas within the local area. It is the pilot's responsibility to be aware of the local airspace limitations and NOTAMs before flying. There is a current VNC for the local area in the clubhouse and ask for clarification from the duty instructor if you are unsure.

Survey Aircraft

Mine survey aircraft will often fly in the CTAF area. These aircraft tend to fly between 2,000' and 3,000' and will fly parallel legs over a mine. The pilots of these aircraft will often announce which mine they are flying over rather than their location from the airfield. If you are unsure of their location, ask for clarification from the pilot.

Please give these aircraft room to work, however, if you are in the vicinity of the mine communicate with the survey aircraft and advise your position and intentions.

Mine Blasting

Occasionally the coal mine adjacent to the airfield will undertake blasting that may affect operations. If any blasting is planned for that day it will be advised on the sign at the entrance to the airfield, at the morning briefing and on the club website.

Visiting Pilots & Gliders

All visiting glider pilots must be a current member of the GFA and a member of another club. Pilots must have their log book and GFA membership card with them. An area check flight may be required at the discretion of the duty instructor.

Visiting gliders must have an operational radio. It is preferred that all gliders flying at Warkworth be FLARM equipped.

Club Equipment

Club equipment such as the tractor, ride on mower and other machinery is only to be used by members who have been briefed on their safe use.