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# **BYRON GLIDING CLUB WINDSOCK**

*ISSUE #5 SEPTEMBER 06*

***THIS MONTHS BBQ  
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## ***WELCOME:***

***Hi to all members ,Once again I've run late with the news letter so I hope it hasn't affected anyone . The only dates affected would be the BBQ which I think by now most of you know is always on the first Sunday of the month at 4 pm. So sorry for any inconvenience caused.***

***The club seems to have survived another winter and is gearing up for another good season of flying as the weather starts to improve and the temperatures start to rise. The club has gone through a few changes lately with the election of a new committee for 06/07, and the acquiring of a new engine for ZDD.***

***Also coming along is the Motorfalke XJX, which will be up and running soon.***

***So once all the ingredients are cooked up in the pot we will be a very healthy club and have some good fresh gliders available to fly.***

***See you at the club.....***

***Ashley Osborne.***

## ***WHATS ON:***

***A few guys are making there way up to the Gulf of Carpentaria sometime this month to fly the phonominum called the morning glory. Most of you have seen or heard of this i,m sure so i wont go into it . Russell white is going in his Grob, Brian Marshall and Paul Midson are taking the Dimona and Andy Jowett was hinting at taking his Falke YHB for a burn..***

***Flying the morning glory looks like a must do once in your life kind of thing so good luck and a safe trip to those guys.***

***It seems that the trips away to the other clubs we have been doing lately has also been a big hit with those members who have gone and the feeling is we need to do more.***

***A quick discussion recently has been the trip we did to Warwick and it seems most members would like to go back out there for another trip.***

***We will shortly talk to the club at Warwick and see if we can organize another trip away towards the end of October or early November. Stay tuned for more info on that trip.***

**CLUB BBQ IS THE FIRST SUNDAY OF EVERY MONTH @ 4PM**

### ***CLUB NEWS:***

***Well, The club has just had its AGM last weekend the 27<sup>th</sup> of August and as I said earlier a few changes have taken place. The main one is the appointment of the new president being Tom Grierson, Tom has been around the aviation traps for a long time and was once an instructor in G.A flying. He has also done hundreds of hours in gliders so i think Tom has a lot to offer our club.***

***The vice President position is still occupied by myself which i am very happy about .John Witham stays on as Treasurer and is doing a fantastic job in that role.***

***The past Secretary of the club Bob Williams has decided to resign from that role and let someone else***

***have a go but as yet the position hasn't been filled. Anyone wanting to do the secretary position should contact the club.***

***Finally the two committee members are Russell White and Bob Williams. A detailed minutes of the meeting will be made available and forwarded to all members shortly.***

***Brian Marshall and Ian Mcphee recently flew to the Jondaryan gliding club as Brian had to do an Ops Status Inspection for the Gliding Federation of Australia and Ian went to do some repairs on one of their gliders.***

***After postponing the inspection three times due to bad weather they finally got away. Ian flew the Dimona to Murwillumbah to pick up Brian and then they headed off for Jondaryan. After flying for 1 hour forty minutes they landed at Pittsworth as Jondaryan was fogged in, after a 30 minute break they headed off again and with that added on to their remainder of flying time they arrived and the fog had cleared.***

***Jondaryan had a busy flying day while they were there launching 20 gliders in two hours, it was also a blue day and obviously good conditions as only one glider came back after launching.***

***Brian and Ian left at 3.39 pm and luckily had a tailwind as last light was at 5.39 pm which just got them to Murwillumbah 2 hours after leaving Jondaryan. Ian couldn't fly back from there so drove Brians car home and Brian flew the Dimona back the next day and picked up his car. So all in all an adventurous day that ended well.***

***On a sadder note i'm sure most of you heard on the news about the tragic death of a glider pilot and his son at Camden recently which was very sad and never good***

*to hear about. There is a lot of speculation about what happened some about parts falling off or the wing unfolding as it had folding wings and even that it was on fire before it went down. It must wake us up a bit about the dangers and make us more vigilant on our inspections and checks before we fly so this doesn't happen to any one of our members, and if your in doubt about anything ask someone else to have a look and think safety.*

*Tim Exley has returned from Japan and is here for a short stay which is good to see so say hi to Tim if you see him.*

**WORKING BEE SCHEDULED  
FOR SATURDAY THE 16TH  
OF SEPTEMBER 2006  
PLEASE TRY TO TURN UP  
AND HELP OUT**

**MEMBERS COLUMNS:**

Articles are sort from members to add their thoughts here, do you have any stories, or anything to contribute? Maybe a memorable flight, funny story you would like to share, maybe your suggestions for the committee to discuss or topics to bring up in the club meetings, got something to sell, any thing is welcome. Been to any good web sites lately?

E-mail me [ashoz31@bigpond.com](mailto:ashoz31@bigpond.com)

ph 02 6629 1171 or 0417 287 284

or drop it in at the club. I am there almost every weekend and almost every Wednesday. If you cant make it to the club post it to PO Box 815 Byron Bay NSW 2481 and i will pick it up...

## **SPONSORS NEEDED**

**We need sponsors for our monthly BBQ  
call John Witham on 02 6685 7509  
TO BOOK YOUR MONTH**

**Remember: Most G.F.A Memberships are due 30/09/06**

**Remember: Club BBQ'S are at 4pm first Sunday of the month**

**Remember: Working Bee on Saturday the 16<sup>th</sup> September**

### **TECH TALK:**

**Dimona ZDD :** have you seen the new motor? If you haven't have a look its nice. The Dimona is due for its new engine soon (approx 30 hours time) after its been to the gulf the Dimona will be out of the air until the new engine has been installed which is pretty exciting as it is expected to go really well.

**Other than that** thats about all the news for the Dimona as it is all going well.

**Falke YHB:**

The Falke is now due for its form 2 inspection which should be being done as I write this newsletter.it has been put out of the air this week to be done and with all the rain we are having right now what better time .

**Falke GLC:**

GLC has a new recon engine to go back into her soon apparently the engine has been reconditioned and they are waiting for the magneto to be reconditioned also. I have heard it had to get sent over to America to be done but not 100% sure on that. So hopefully GLC will be up and flying in the near future where she belongs.

**Grob 109:**

Russell's Grob is going well Russell is getting it prepped to fly to the gulf soon and has been playing under the bonnet regularly, it had a small problem with one of the magnetos recently which i think has been rectified.

**Falke XJX:**

The Falke has been de-rigged again last weekend so as to replace the locating pins in the wing root with the original pins as the ones in there were just temporary while she was weighed and balanced , The mystery hole in the wing is being repaired by Alan soon. Macca still has to do the instrument panel which is half done and a few more things and she will be flying soon,not too much longer really!!



### **LAST LIGHT:**

To sum up this last month things are moving along at a steady pace we have had a bit going on around the place, some members have been away that usually play a big part in the clubs running and we have had to make do without their input. A few changes to the G.F.A have also been passed the most beneficial one to most of us that I can see is that the requirement for a Silver C certificate is no longer required for a pilot to obtain his independent operators level 1 certificate. You now need a C certificate and for it to be agreed on by the CFI of the club who has the right to place any restrictions on you he feels are required. Further information is available on the G.F.A. Website so if you meet those requirements why not add it to your logbook. The BBQ'S are becoming a big hit also so come down and enjoy a few hours talking it up with the crew, the days are getting longer now and the BBQ'S are just getting better. This months BBQ is paid for by Westpac Bank Lismore so come and eat and drink those bank fees.

Ashley Osborne.



## **MACCAS NOTES:**



# **THE GLIDING FEDERATION OF AUSTRALIA**

## **Operations Directive 4/06 – Level 1 Independent Operators**

### **Background**

Over time the operations of many gliding clubs in Australia have changed. One such change has been an increase in independent operations conducted by individual club members or small groups of independent operator pilots, operating without the direct supervision of a Level 2 or higher rated Instructor.

It has long been a requirement that pilots must hold a FAI Silver C Certificate before endorsement of Level 1 Independent Operator can be issued. However, it is now recognised that many pilots wishing to operate independently do not want to fly cross-country and this requirement is no longer regarded as being relevant for those pilots.

### **Changed requirements**

This Operations Directive removes the requirement that pilots must hold a Silver C Certificate and replaces it with “C” Certificate.

### **Advice for CFI’s COIP’s and Club Instructor Panels**

It must be appreciated that Level 1 Independent Operator Endorsement is a very important pilot authorisation and must not be issued without careful consideration. Pilots issued with this rating are afforded greater freedom to make decisions regarding their own safety and sometimes the safety of others.

Prior to issuing this rating Instructors should carefully consider the following:

#### **5. Responsible Behaviour**

Independent Operator pilots operating without the direct supervision of Club Officials are representatives of their Clubs, both in the air and on the ground. Clubs/Organisations Committees and Instructor Panels should be in agreement of the candidate’s suitability to hold the rating as not all considerations are operational. Care of equipment and the image projected of the Club can be prime considerations.



## 6. General skill and “Airmanship”

Pilots must not be issued an Independent Operator endorsement unless the issuing Instructor is satisfied that the pilot has demonstrated a level of basic flying skill that will enable him/her to safely deal with any flight situations that could reasonably be expected to be encountered during unsupervised operations. Instructors must also be satisfied that the candidate can be expected to exercise appropriate caution when assessing operational risk factors

## 7. Assessing safe conditions

Independent Operator pilots must be capable of assessing conditions and safety factors that could affect their own safety, such as wind strength and the likelihood of deteriorating weather conditions that could impact on safe operations during the intended period of operations. Many pilots will never have had to make these decisions during their gliding experience prior to gaining an Independent Operator rating and issuing Instructors must be satisfied that the candidate has adequate background knowledge and experience to enable him/her to make these assessments within safe limits.

## 8. Operational requirements

Pilots operating without supervision must be fully conversant with all operational procedures and requirements relevant to their activities while conducting independent operations, such as SAR requirements, accident/incident reporting, etc and any club imposed operational requirements

## 9. Operational limitations

Special conditions and/or limitations may be placed on Independent Operators at the discretion of Club Instructor Panels or Club Committees, such as the carriage of passengers or cross country flying during independent operations. Daily prior authorisation may also be a requirement if considered appropriate.

## **Conclusion**

Independent operations conducted by Gliding Club members without the direct supervision of Club Instructors increases the operational flexibility of Clubs and provides members with improved opportunity to enjoy their sport without placing an unnecessary extra workload on Club Instructors and Officials.

As always, safety is of paramount concern and pilots that need supervision must never operate without it. However, pilots that have demonstrated that they can safely manage their own flying activities should be afforded the privilege to do so

Kevin Olerhead,

Chief Technical Officer – Operations

14/08/2006

**ALSO PUT YOUR FUEL DRUMS AWAY. TURN OFF THE  
MASTER SWITCH AND CAN ANY ONE DO THAT FLIGHT.  
HAPPY LANDINGS..... ( p.s. I'm not always grumpy! )  
MACCA.**