



## OPS SCENE

March 2020

### FOR ALL ASC PILOTS

#### **OPERATIONS CARRIED OUT AT GAWLER AIRFIELD**

There are two documents that we all need to be aware of when operating at the ASC Airfield at Gawler. The first is the overriding CASA "Air Legislation", which is the legal framework within which all air traffic has to operate.

The second is the ASC published document "ByLaw 7" currently V3 which has been designed and published to ensure that Gliders, LSA and GA Aircraft can all operate safely at our site.

The CASA Air Legislation for GA Pilots can be accessed from the CASA website. Glider pilots can find the relevant information in the GFA "Radio & Airspace Procedures" document on the GFA website at:-

[http://doc.glidingaustralia.org/index.php?option=com\\_docman&view=document&layout=default&alias=1594-airways-radio-procedures-ops-0005&category\\_slug=manuals&Itemid=101](http://doc.glidingaustralia.org/index.php?option=com_docman&view=document&layout=default&alias=1594-airways-radio-procedures-ops-0005&category_slug=manuals&Itemid=101)

The Adelaide Soaring Club "ByLaw 7 v3" can be found at:

<https://www.adelaidesoaring.org.au/wp-content/uploads/2019/08/ASC-By-Law-7-v3-Gawler-Airfield-Operational-Guidelines.pdf>

At the March meeting of the ASC Instructor Panel concern was raised about the changeover period when LSA are still operating from R05 and the Glider Operation is setting up on R23 to comply with ByLaw 7.

On many summer mornings there is generally an easterly "Katabatic" airflow from the Barossa which will see the LSA aircraft operating from R05, the second most undesirable strips for options in the case of an engine failure (as described in ByLaw 7). This has usually settled down to an insignificant easterly flow by approximately 10.30am.

This discussion arose because the LSA were taking off from R05 and the gliding operation was set up to operate from R23. It was noted that if everyone was not fully situational aware we have the potential to have a serious incident occurring.

The relevant sections of ASC Bylaw 7 discussed are as follows:-

- "No tail wind take-off or landings except in the case of specific training manoeuvres or launch failures."
- "Runways 05 and 13 should not be used for taking off in nil or very light wind conditions."

- “During normal operations the ASC will have a gliding duty instructor (DI) at the airfield. Whilst the primary role of this position is to run the gliding operation the person in this position is the delegate of the ASC Committee for general operational matters such as determining the preferred runway and circuit direction. It is expected that the interests of all airfield users will be considered by the DI when making such decisions and he/she will confer with the available LSA instructor on operational matters.”

## **A FURTHER PERSPECTIVE**

Instructors always stress to power pilots to not rush into quick decisions when deciding which runway to use. So a few minutes spent checking NAIPS and looking at the Gawler windsocks will assist decision making and arriving at the best solution for that occasion.

LSA operations quite often start before the gliding operation. As mentioned above, there are generally katabatic winds in the early mornings and using 05 may be appropriate, given that we strive to take-off and land into wind whenever possible.

However, on days when the windsocks are hardly moving and the forecast wind is variable, a runway such as 23 or 31 would be a much safer alternative should engine problems arise.

An important factor is to always use **the full runway** (when possible) when taking off. Remember the old and very wise saying “**The runway behind you is wasted**”.

### **Changing runways**

Quite often the wind direction at Gawler can change around lunch time. 31 may be in use and the sea breeze comes in and 23 is the obvious choice. The gliding and LSA instructors confer and an announcement is made on the CTAF of a runway change.

This should be acknowledged by airborne aircraft to ensure pilots are aware of the imminent change. At times the announcement includes that a couple of gliders remain to be launched from the original runway but will land on the newly appointed runway.

Radio traffic ensures that all pilots are aware and clear in their minds as to the appropriate and safe procedures.

### **Points to remember**

All pilots must be familiar with the Gawler Operational Guidelines and the Gawler Neighbourhood Policies. They are available on the ASC website under Member Resources.

Important to remember that there is no flying prior to 0800 hours and no circuit flying before 0900 hours unless flying with an instructor. If an early departure is sought then CFI permission is required. We have a very good relationship with our neighbours and the Committee is determined that it is maintained.

Safe Flying

**Karl Faeth & John Whittington ASC CFI's**