



Members Forum

5th July 2025

To enjoy safe flying, friendship, and sharing our passion for aviation

Agenda



Recognising Volunteers

Safety

Runway Grant Application

Circuit Procedures

Airspace

Maintenance Challenges and Costs

ASC Website review

Open Discussion



Volunteering

Volunteers are the life of this club.

- Benefits are not financial, they are personal: enjoyment, friendship, fun, satisfaction, learning, and importantly **recognition**.
- Today is about recognising our volunteers

THANK YOU



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Safety



Safety Management System - SMS

Safety Committee – SC

Accountable Manager

- Club President – Tony Lewis

Club Safety Officer - CSO

- Andrew Wright

Chief Flying Instructors - CFI

- Sue Ingham – LSA
- Paul Marshal – Gliding

Airworthiness Officer – AO

- Paul Clift – Gliding
- Richard Young - LSA

Gawler Airfield Manager

- Tom Leech

Safety



What are the nuts and bolts of the SMS?

- Safety policy and objectives
- Establish accountability and responsibilities
- Establish an emergency plan
- Identify hazards
- Assess the risk of these hazards
- Establish procedures to mitigate these risks
- Monitor and review the system

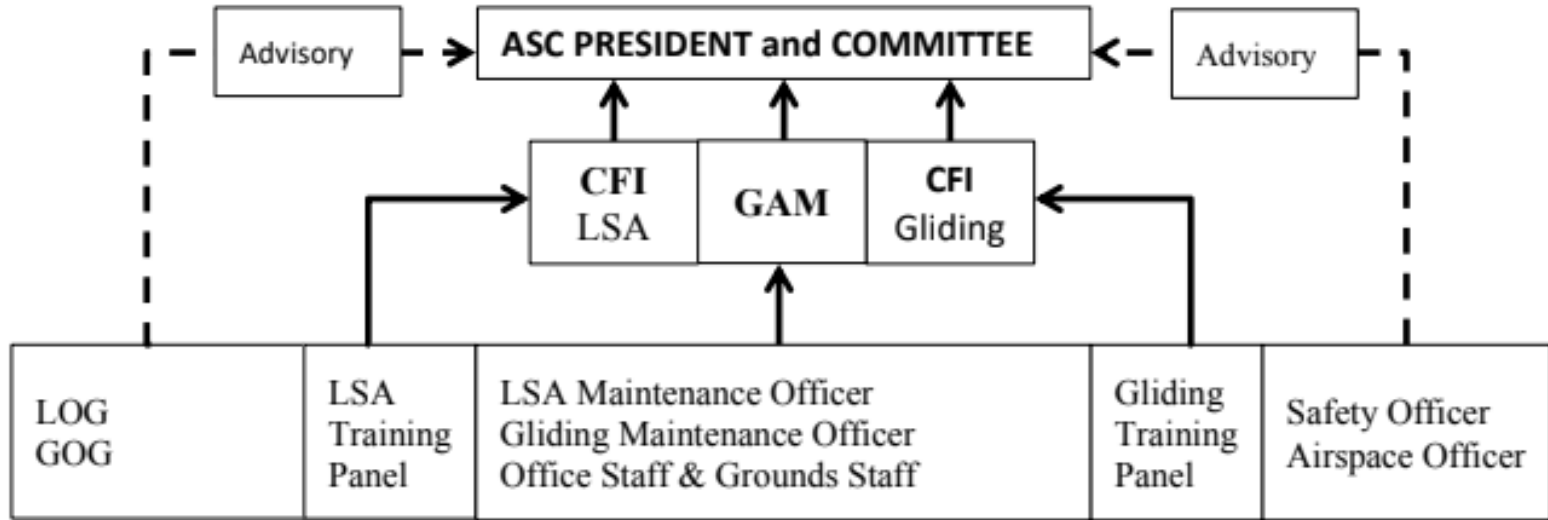
Safety



What are the nuts and bolts of the SMS? (cont.)

- Monitor and review incident reports to improve the system
- Communicate and consult
- Conduct safety audits
- Safety promotion
- Safety training
- Safety education

Safety



Who's business is safety??

It is **everybody's** business!!

We all need to engage to actively promote safety in our club – HOW?



Safety – How: Culture & Reporting

Safety Culture

We promote a Just Culture, as opposed to a no-blame culture. Lead by example.

Poor Culture:

- not doing checks,
- It's OK to break the rules,
- I scratched that wing, its only minor, no need to report it.

Good Culture:

- Carefully completing checks
- Always following rules & personal limits
- Diligently reporting safety/maintenance issues

Safety – How: Culture & Reporting



Reporting

Is how we prevent accidents, injuries and damage.

You can't fix what you don't know is broken.

How to report

- Paper forms are in the office and online on ASC website
- Stick to the facts – what happen, when, who, what went wrong & why
- Just the facts, avoid emotive, judgemental and exaggerated language.
- As soon after the event as possible.

Safety (cont)



Safety goes beyond flying. It includes ensuring members, visitors, passengers and the public are safe:

- Child Protection
- Abuse,
- Bullying and Harassment
- Discrimination

Club policies are in place to comply with the National Integrity Framework.

<https://glidingaustralia.org/integrity/>

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Runway Grant Application



GAWLER AIRPORT
RUNWAY and TAXIWAY DEVELOPMENT LAYOUT
Drawing YQAW 01-21 **Revised 11/01/2022**

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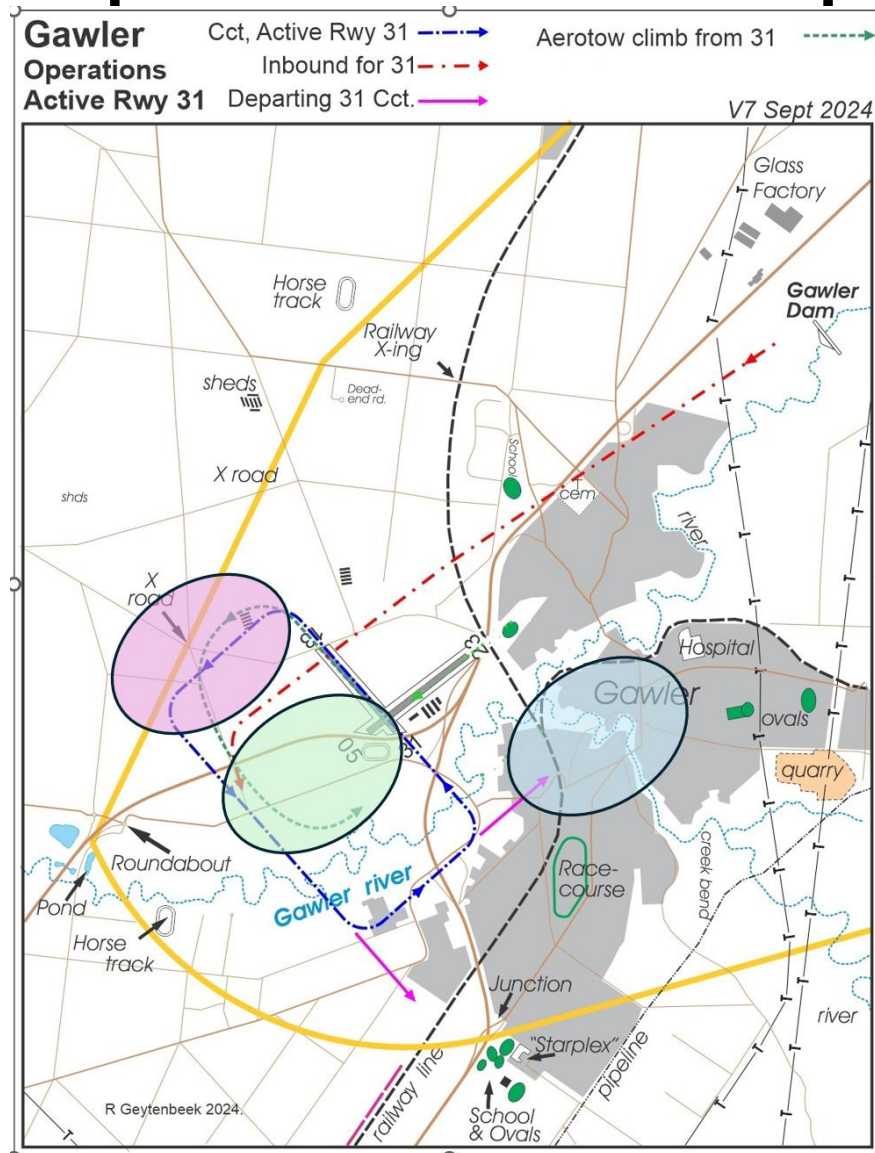
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Flying Operations Group (FOG)





Circuit Procedures

Pilots should fly circuits in accordance with our current ERSA entry.

Active (Preferred) Runway

Runway	Circuit Direction
RWY 05	Left Hand Circuits
RWY 13	Right Hand Circuits
RWY 23	Right Hand Circuits
RWY 31	Left Hand Circuits



Circuit Procedures

Secondary Runway (Landing Only)

Runway	Circuit Direction
RWY 05	Not available as Secondary RWY. Due to potential conflict with traffic landing on the preferred
RWY 13	Right Hand Circuits
RWY 23	Right Hand Circuits
RWY 31	Not available as Secondary RWY. Due to potential conflict with traffic landing on the preferred

Gawler

Operations

Active Rwy 05

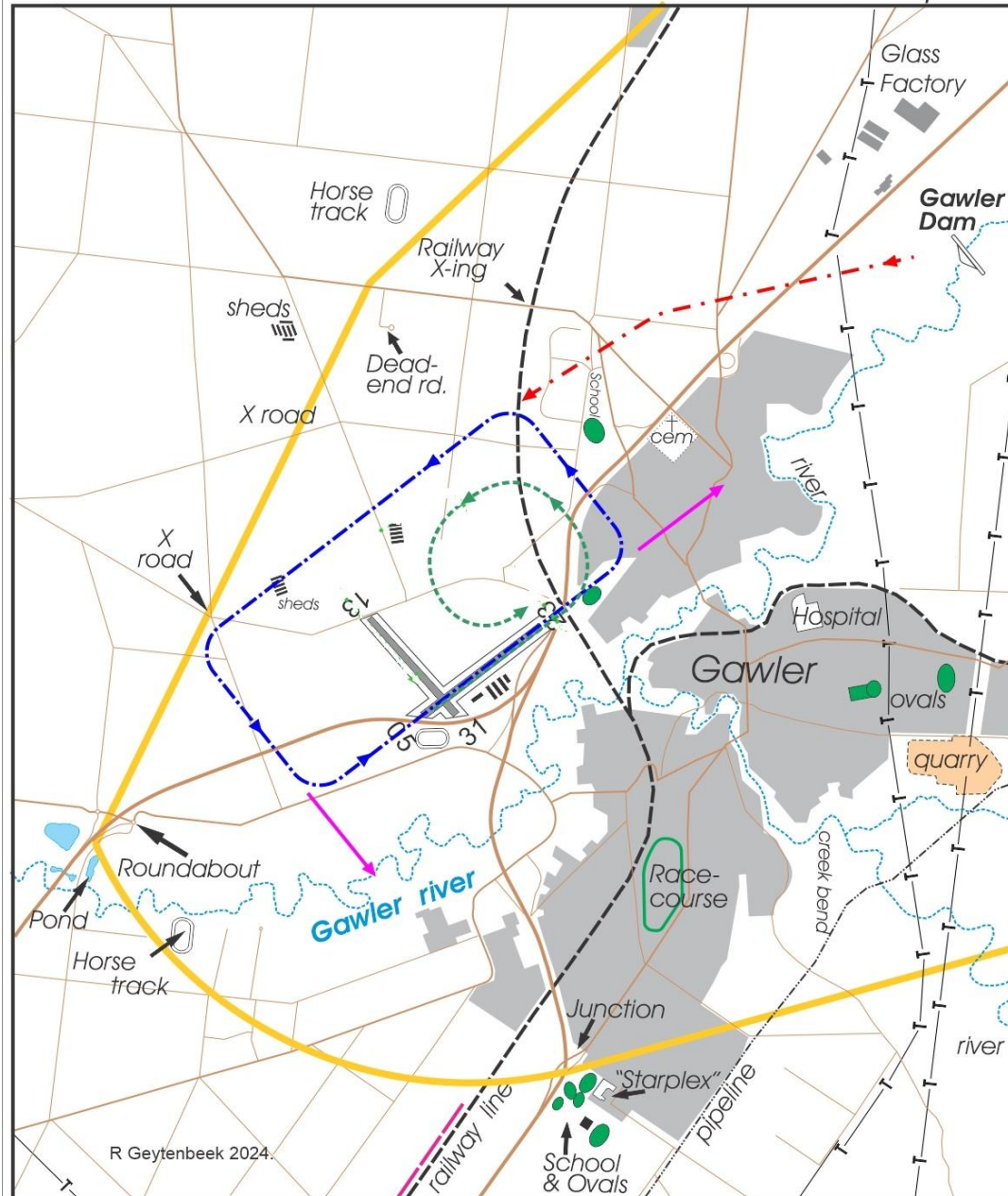
Cct, Active Rwy 05

Inbound for 05

Departing 05 Cct.

Aerotow climb from 05

V7 Sept 2024



Gawler

Operations

Active Rwy 13

Cct, Active Rwy 13

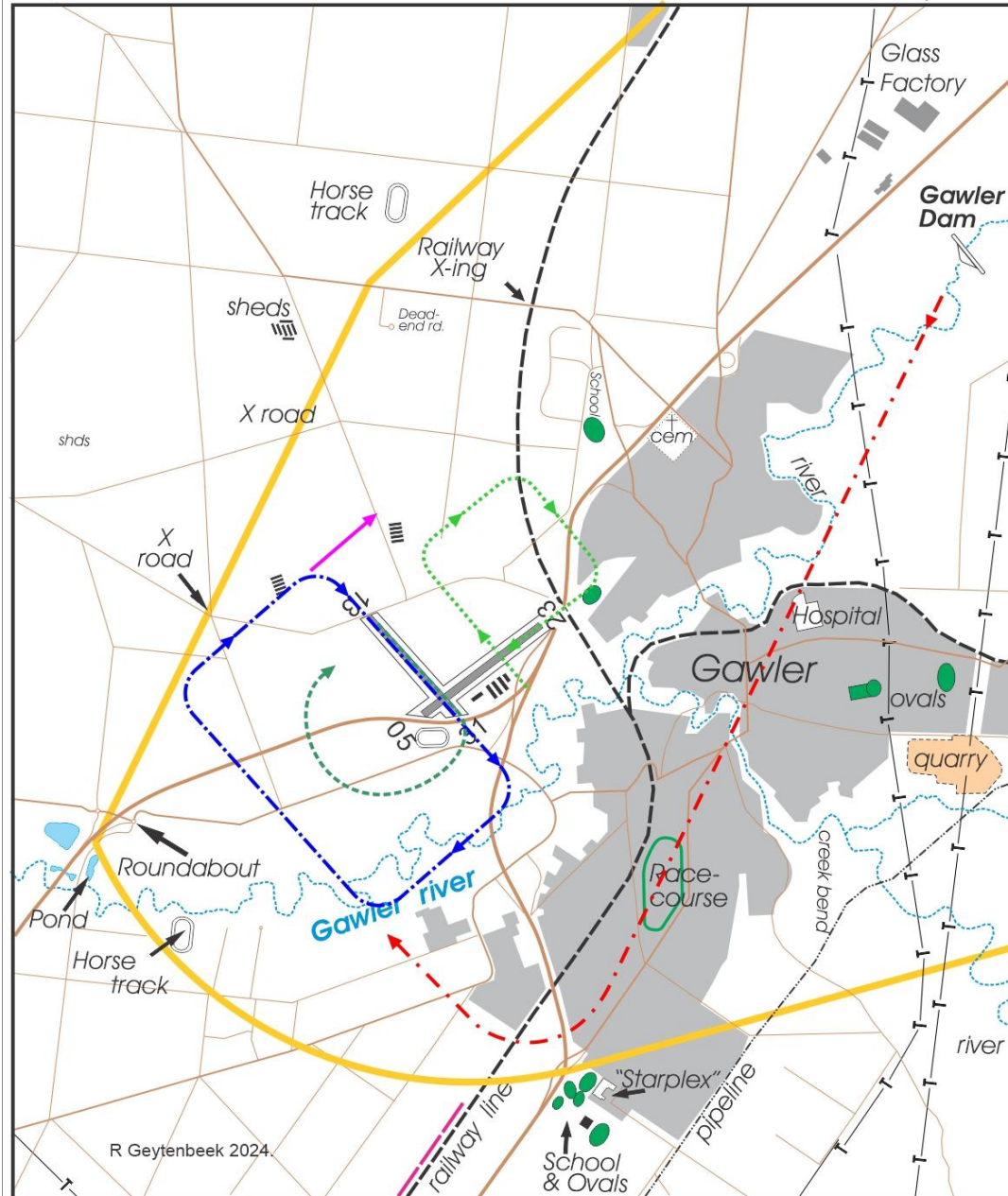
Inbound for 13

Departing 13 Cct.

Aerotow climb from 13

Secondary Rwy landing 23

V7 Sept 2024



Gawler

Operations

Active Rwy 23

Cct, Active Rwy 23

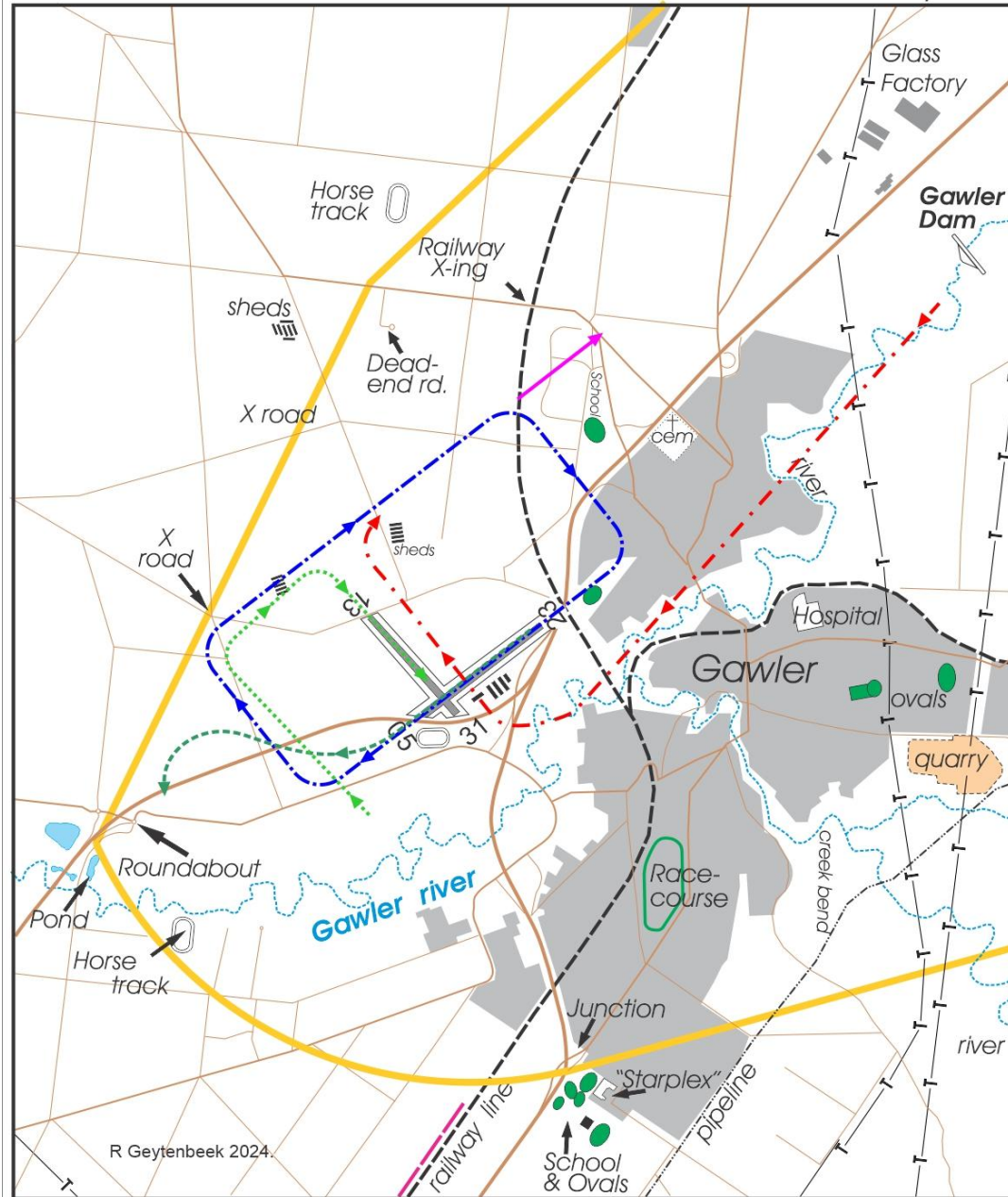
Inbound for 23

Departing 23 Cct.

Aerotow climb from 23

Secondary Rwy landing 13

V7 Sept 2024



Gawler

Operations

Active Rwy 31

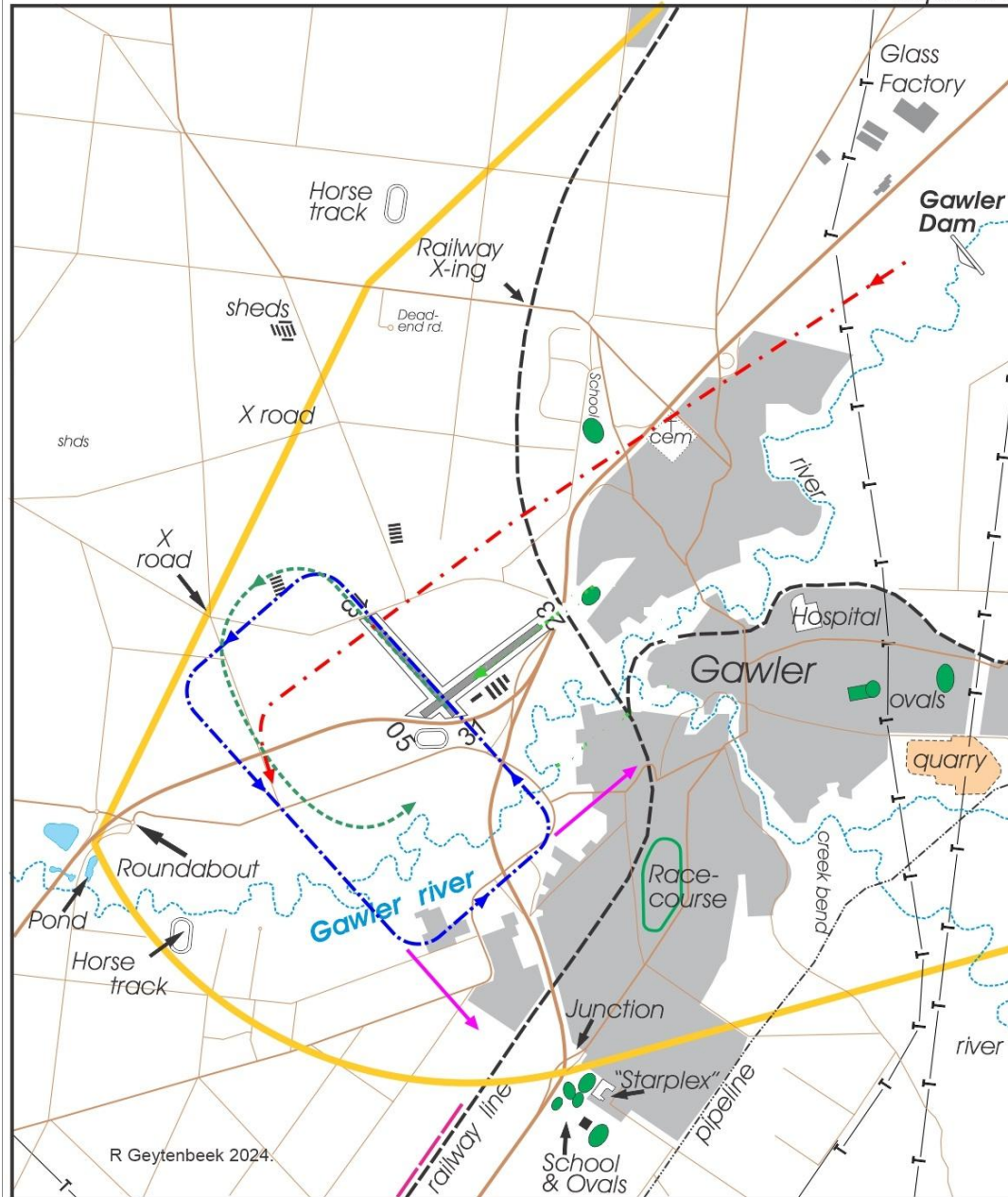
Cct, Active Rwy 31

Inbound for 31

Departing 31 Cct.

Aerotow climb from 31

V7 Sept 2024





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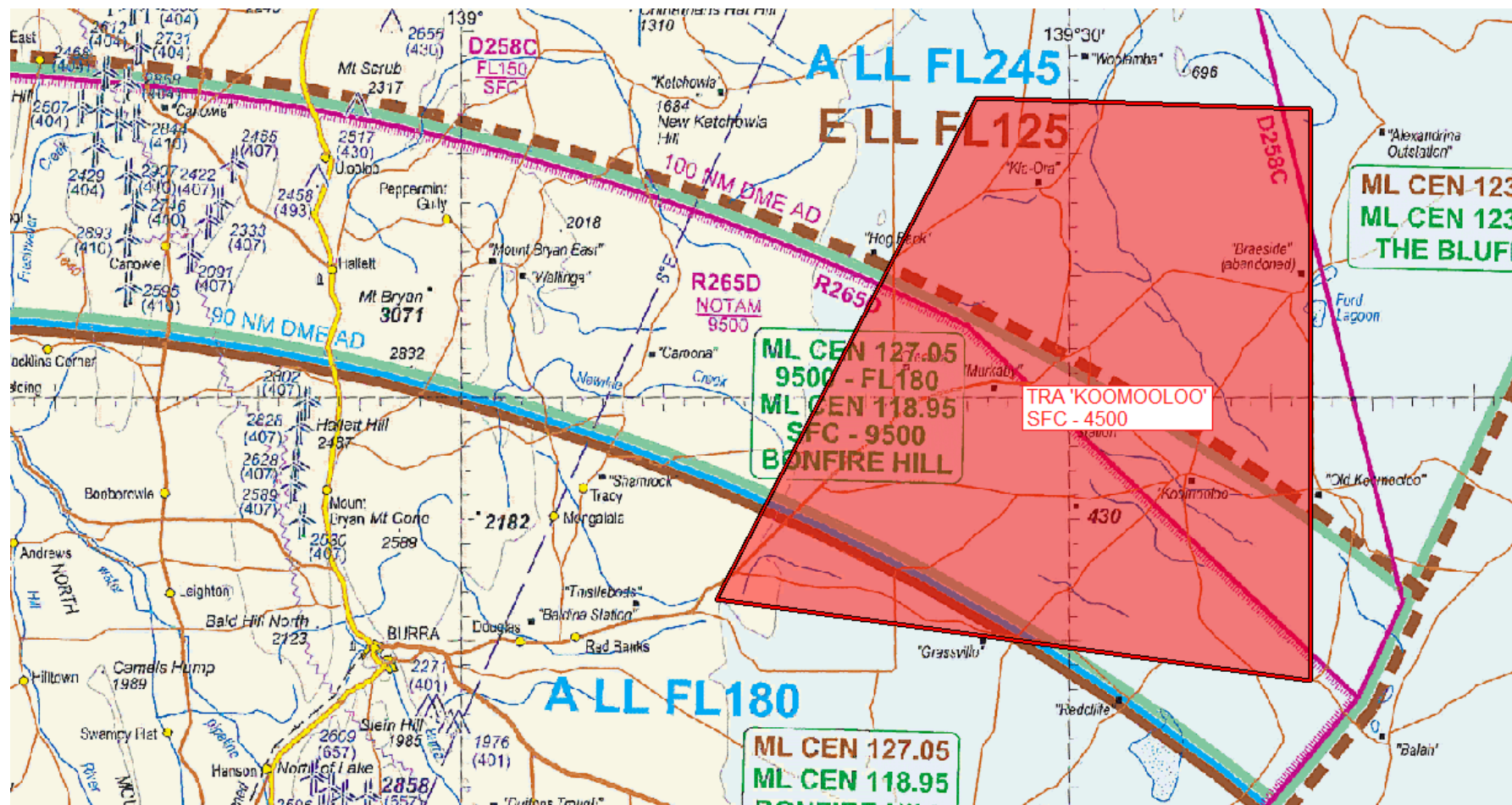
Airspace



The LOA has been renewed for another 12 months without changes.

Airspace infringements appear to have reached a steady state condition for LSA and Gliding.

Defence have established Temporary Restricted Area 'KOOMOOLOO'



Airspace



Table 1: Planned activation timings for TRA 'KOOMOOLOO'

Date Start (Local)	Date End (Local)	Time (Local)
23 Jun 25	27 Jun 25	0700 - 1700
21 Jul 25	25 Jul 25	0700 - 1700
18 Aug 25	22 Aug 25	0700 - 1700
15 Sep 25	19 Sep 25	0700 - 1730
23 Sep 25	25 Sep 25	0700 - 1730
29 Sep 25	03 Oct 25	0700 - 1730
13 Oct 25	17 Oct 25	0700 - 1900
10 Nov 25	14 Nov 25	0700 - 1900
08 Dec 25	12 Dec 25	0700 - 1900



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Maintenance Challenges and Costs



LSA Maintenance:

- Richard Young continues to perform all maintenance for club LSA.
- Richard is now working as a private contractor, not an employee.
- The only change is what we pay for Richard's time. This may impact LSA flying fees.

Maintenance Costs and Challenges



Gliding Maintenance:

- Tommy Kalsbeek is now employed as Chief Engineer for Gliding, working alongside Paul Clift who will support Tommy to perform all maintenance for club gliders.
- Paul is looking to retire in the next 12 months or so. A morning tea for Paul on Wed 9th July.



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ASC Website Review



- We have formed a sub-committee looking at how to upgrade our website.
- The results of the survey clearly indicate that a strong majority feel it needs an upgrade.
- It will take a while before you see any changes.
- The first step is to develop a specification for what we want – goals/look and feel/information content, then approach developers to understand how to make the changes.
- Going forward, we are looking at a volunteer position to help keep it fresh and up-to-date, which is a real issue with having a decent website that people get benefit from.

Open Discussion

