



Members Forum

19th May 2018

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

Members Forum



Tonight we have a door prize!!

But we're not going to tell what it is

To enter - put your name in the box

No correspondence will be entered into



Discussion Topics

Safety

29/04/2018

Airspace

Strategic Planning

Child Protection Policy

Airfield Lease

Open Discussion

New Gawler Airfield Entrance Road

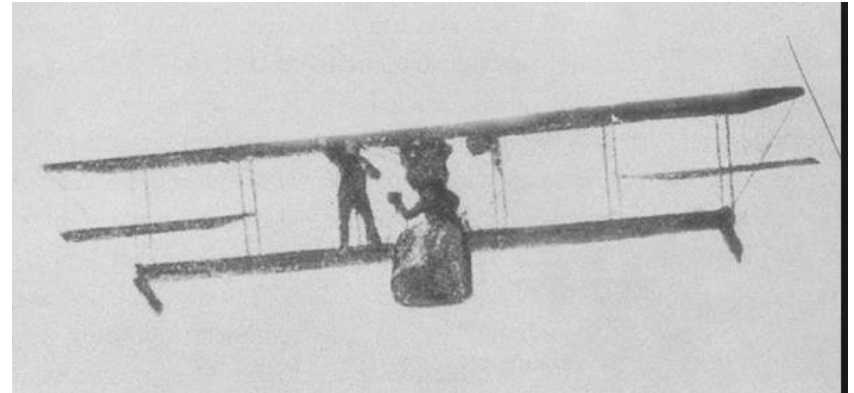
Safety Management System



What's at the heart of our SMS

- **Safety Occurrence Reporting**

Good reporting, even what may be considered minor issues, will allow us to improve the safety performance of our club and to identify developing safety trends.



Safety Occurrence Reporting



What Safety Occurrence Reporting is NOT!

- **Punitive!**...You will never be punished for making an honest mistake.
- **A Waste of Time!**...Every report is treated seriously and results in an outcome.

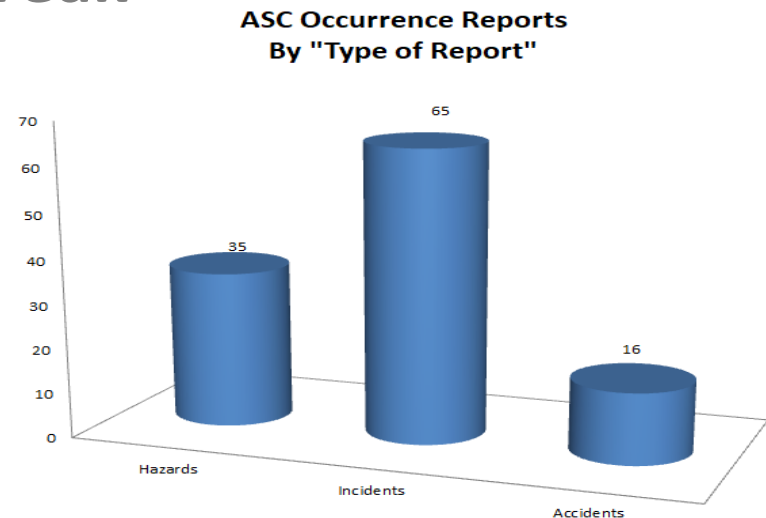




Occurrence Reporting

What do we do with your Reports?

- They're investigated
- Your reported experience will help others to mitigate identified threats
- Trends can be identified and steps implemented to “break the chain”





Occurrence Reporting

Your Reports at Work. Examples of your good reporting.

- **AIRSPACE INFRINGEMENTS:** Since August 2013, 14 Airspace Infringements have been reported.
- **OUTCOME:** New training has been developed to help ensure that pilots understand our airspace.





Occurrence Reporting

Your Reports at Work. Examples of your good reporting.

- **Runway Incursions:** Since August 2013, 12 Runway Incursions have been reported.
- **OUTCOME:** New procedures to ensure that pilots stop at hold points before entering runways and a new taxiway has been proposed for Runway 23.



Rwy 23 Taxiway



Long taxi to
front of
gliders,
difficult if
circuit is busy

Incursion
Hotspot
Crossing
Active runway

Rwy 23 Taxiway



320m Extension

Eliminate hazard
of having to
cross active
runway

Taxi distance
reduced by
800m

Spray seal
surface

Safety Occurrence Reporting



KEEP REPORTING.

It's at the Heart of Making Flying Safer
As pilots, it's an obligation we all share

http://adelaidesoaring.on.net/?page_id=1057





Discussion Topics

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29th April 2018



29th April 2018



The outcome

- Jabiru 24-8198 – total loss
- FK9 24-8017 – total loss (condolences to the owners)
- Grob 102 – VH-FQQ – repairable
- Discuss – VH-IUI – repairable
- Hangar 2 – repairable

29th April 2018



It could have been a lot worse

- Jabiru 24-8538 was in Bundaberg
- Jabirus 24-7385 & 24-7693 were removed from harms way
 - Thanks to Andrew Wood for his selfless act and quick action

29th April 2018



The good news!!

- Nobody was injured
- Our Emergency Response Plan worked well
- We are insured
- We have very generous members – thanks Patrick Pulis
- The ASC will recover and prosper



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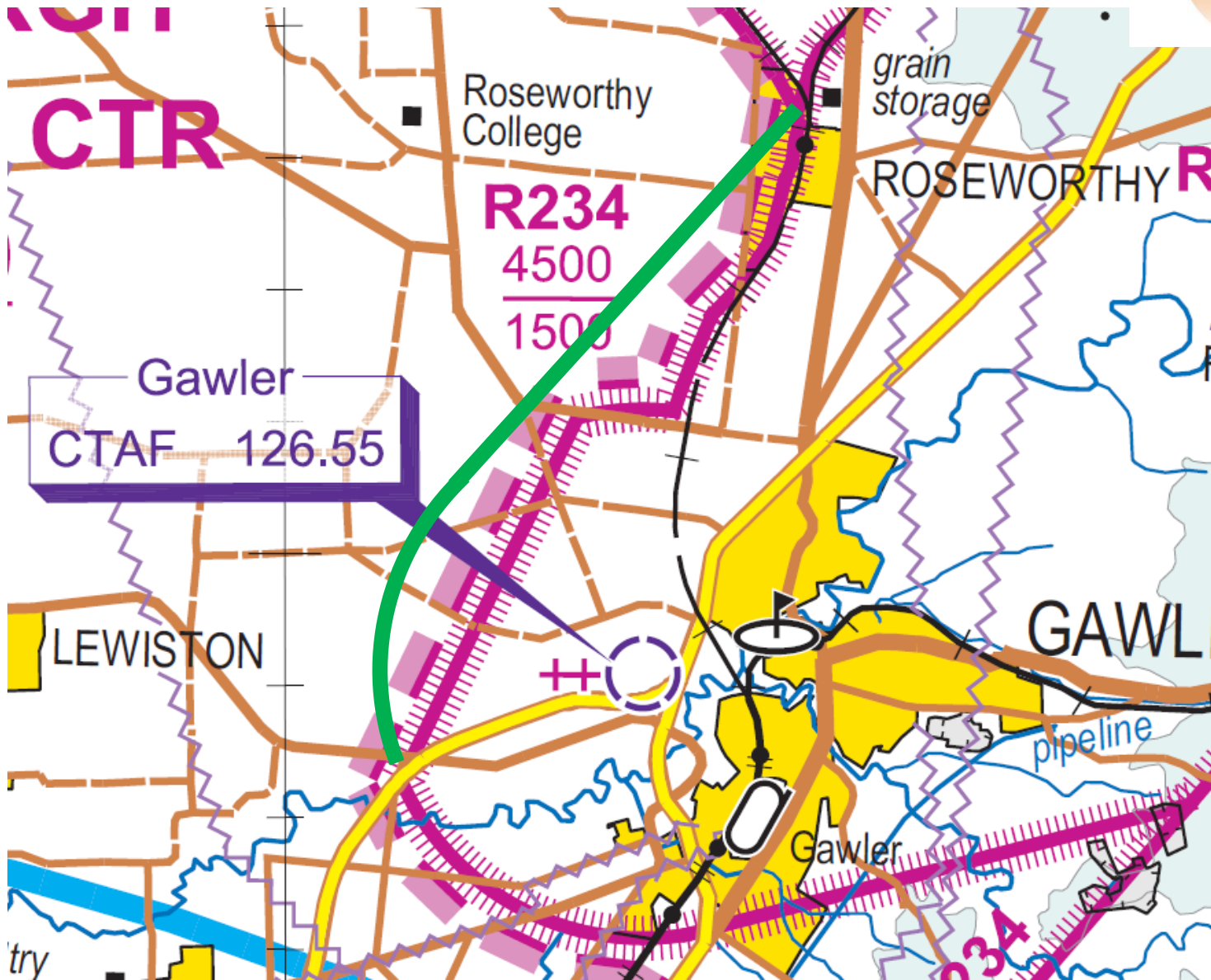
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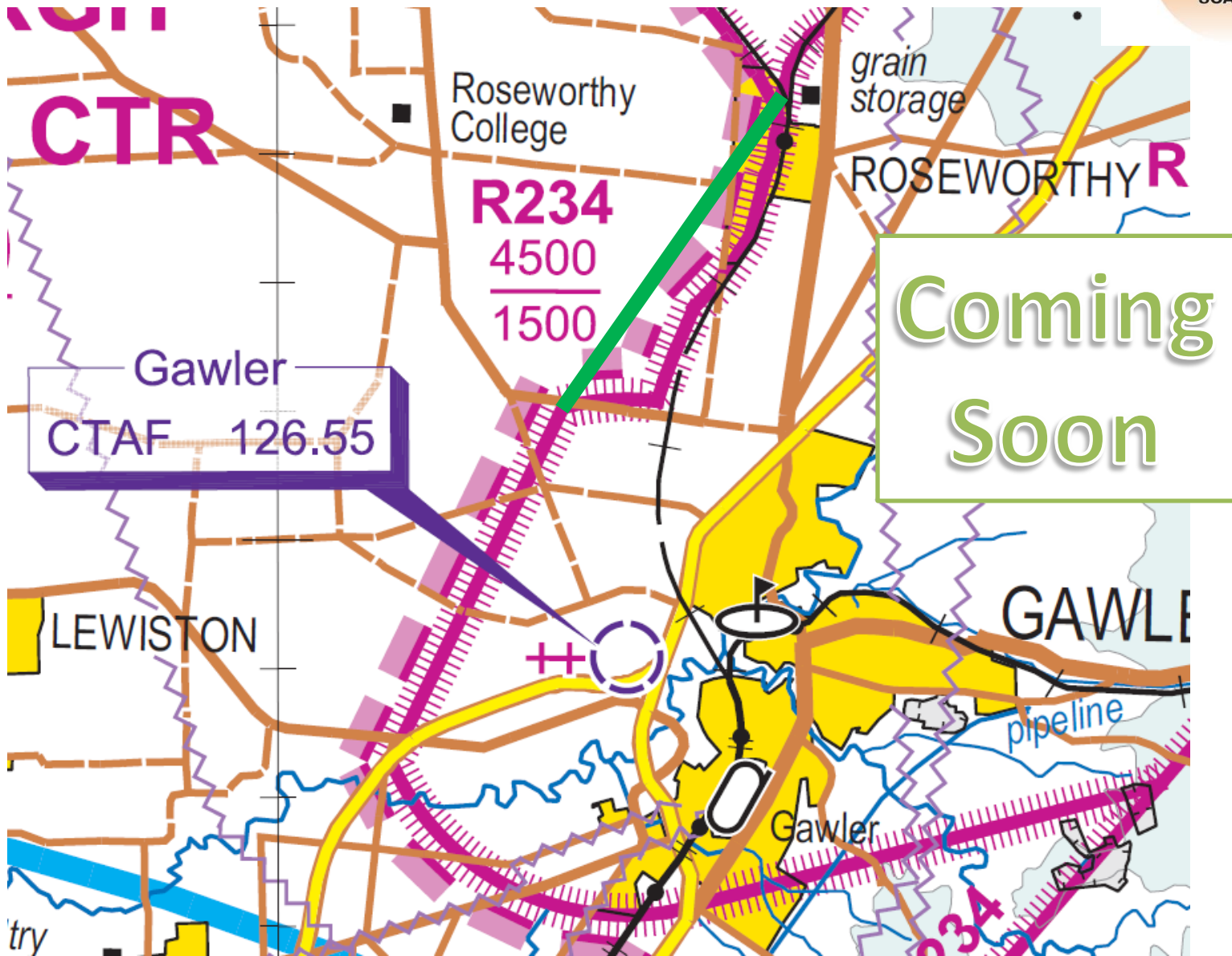
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Airspace Change Proposals



Airspace Change Proposals



ML CEN 124.3
ML CEN 124.3
WOOLPUNDA



Gliding Annual Flight Reviews



Pilot understanding of airspace near Gawler is essential for safety and maintaining good relations with the RAAF

During your gliding AFR this year you will be quizzed on:

- Obtaining the NOTAMs for the day
- Local airspace boundaries
- Interpretation of NOTAMs

Further details will be provided by the training panel

(BFRs for LSA pilots will also cover airspace elements)



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Strategic Planning



The ASC is in good shape - but:

- Our current strategic plans is over 10 years old
- It needs reviewing

The process...

- The ASC Committee has had this as a standing item on the monthly agenda for approx. 12 months
- The ASC Committee has met for a 'Strategic Planning Day'
- ASC Members have been surveyed
- A format (with categories for planning) has been developed with key leaders for each category identified.
- Work has been done within these categories to develop a set of strategic intents to meet our overall goals.

The Foundation



The Foundation for Strategic Planning is to be sure of 'who we are' and 'what we want to be.'

The agreed Mission Statement of the Adelaide Soaring Club continues to be:

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

Basic Premise 1: **We are a flying club that trains people.**

Basic Premise 2: **We need to accept that people will often be experientially driven and therefore membership may not lead to longer term membership / commitment, however a goal must be to foster involvement, longevity and commitment.**

What did the survey identify?



Following a survey in 2017 of ASC Members the following items were gleaned to be the most consistent in frequency.

Strengths: **Instructors and instruction, office staff, location, financial strength, affordability (though there were some who cited that costs are too high).**

Weaknesses: **The entrance road, perceptions of disunity between LSA and Gliding, the airfield not having an operation happening every day, perceptions about the club/it's location being too highly regulated by airspace issues, rules and protocols.**



**How have we structured the
information gathered from the
survey/strategic planning
day/committee meetings?**

Unity and Certainty



Unity Goal: to reduce/remove perceptions of disunity between LSA and Gliding.

Certainty Goal: to build operational confidence of members when aviating at the Gawler airfield.

Some of the actions cited below are already happening.

In the adoption/development of the Strategic Plan the citing of actions already happening should be seen as a commitment to supporting their longevity.

A list of actions/timelines associated with each of the goals should be established following the development and adoption of them.

Strategic Areas to address Unity and Certainty



Fleet Planning

Key Committee member: Brenton Swart GOG / Karl Faeth LSAOG

Basic Premise: This addresses the central question of the club's aircraft (powered and unpowered), the need to modernise the fleet, and to have a mix of aircraft meeting the needs of all members and the strategic aims of the club.

Due to the current commitment and economies of scale and financial expediency, it is preferable to stay with Jabiru aircraft, though consideration could/should be given to a different type/style of aircraft in the future to meet the recreational aspirations of members. It is important to ensure aircraft are available for flying for fun/recreation as well as for training.

Member Survey

- Fleet design
- Flying activities

Strategic Areas to address Unity and Certainty



Promotion - addresses 'Certainty' goal

Key Committee member: Peter Sachs

Basic Premise: Clearly, attracting new members to replace attrition, or even to expand, must be a priority, along with recognition that passenger flying can support the financial viability of the club.

Generally we have been successful in this area and there is no need currently to invest (too much more) towards the attraction of new member's. The promotion of the club must be targeted (correct demographic/stereotype) in advertising/marketing - our most likely success in attracting new members will be with those who are active in other forms of aviation, who are financially secure.

Strategic Areas to address Unity and Certainty



Retention - addresses 'Certainty' goal

Key Committee member: All Committee members

Basic Premise: We need to pay at least as much attention retaining existing members as we do to attracting new ones. Providing challenge, ongoing interest, and enjoyment, for existing members is vital to this. We need to develop a mentoring mindset - tracking member's progress, goals aspirations. Opportunities are best communicated in a face to face way. Our activities must be balanced to develop a culture that "less done well is more". Activities need to be enacted with a broader base of support – no one person left to complex tasks. We must ensure our club has an 'enabling' culture.

Strategic Areas to address Unity and Certainty



Amenities and Facilities

Key Committee member: Tom Leech

Basic premise: Facilities other than aircraft and their direct support are important to existing members and will be a factor in attracting new members.

Having certainty around our lease is vital as it underpins our very existence.

Strategic Areas to address Unity and Certainty



Finance and Administration - addresses
'Certainty' goal Key Committee member: Geoff
Wood

These clearly underpin everything we do. Without sound administration and good financial management the club and its activities will not be viable.

Strategic Areas to address Unity and Certainty



Safety and Training – addresses ‘Certainty’ goal
Key Committee member: Brenton Swart / Steve Pegler

High standards in safety and training are essential elements to our continued viability. It is vital that the processes that ASC employs are seen as best practice for our industry. Complexities around airspace could be impacting on the perception about the clubs “friendliness and welcomeness” and we should be always mindfully demystifying this wherever and whenever possible.

Strategic Areas to address Unity and Certainty



Community / Culture – addresses ‘Unity’ goal

Key committee member: Daryl Trigg

Developing our own ASC community and how we might be involved in the wider community is important and clearly recognised via Member feedback to be an area for improvement. Perceptions about factions in the Club have improved, but some still exist as reflected in the member survey. It is believed that the strategic intentions documented elsewhere here will support the reduction of this considerably.

Now what?



Community / Culture – addresses ‘Unity’ goal

Developing our own ASC community and how we might be involved in the wider community is important and clearly recognised via

member feedback to be an area for improvement. Perceptions about factions in the club have improved, but some still exist as reflected in the club survey. It is believed that the strategic intentions documented elsewhere here will support the reduction of this considerably.

Goals/Activities/Outcomes to support this:

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	Goals/Activities/Outcomes	Evidence of achievement	Key members responsible	Target date
1.	Perceptions around the club being generally unfriendly to the broader aviation community need to be addressed. Treatment plan: work towards a cultural change by consistent and constant messaging (via club internal communications) of the need to be ‘warm and welcoming’.			
2.	There is a need to have more ‘flying activities’ – ensure we have a social/fun aspect. Treatment plan: to support (increasingly) club initiatives of activities that are family friendly and social.			
3.	To become more family friendly – explore ways that make the club attractive to spouses and children. Treatment plan: to create a portal (on our website) where flying members can indicate opportunities to take other members family members on aviation experiences.			
4.	Offering club facilities to club members for private functions (birthdays etc) at a reduced financial rate.			
5.	Develop a suite of			

We need to
‘go forth
and populate!’
in each
focus area and then
implement



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Child Protection Policy

ASC By-Law 10

Why is this policy / bylaw important?

- Community expectations
- Insurance expectations
- Club cultural expectations
- Insurance expectations
- Club cultural expectations



Who does it apply to?

“**Every club member** bound by this policy must always place the safety and welfare of children and youths above all other considerations other than aviation safety issues. “

Definition

Child = under 18

Abuse = Physical, Sexual, Neglect, Emotional.

Why are we talking about it now?



“These codes of conduct will be **shared** with **members** through explicit training offered at various times through the year, most specifically at ‘**ASC Member’s Forums**’ and subcommittee meeting opportunities.”

What are the key messages?



“The ASC requires that **any child** who is abused or anyone who **reasonably suspects** that a child or youth has been or is being abused by someone within our sport, to **report it immediately** to the police or relevant government agency (CARL – Child Abuse Report Line – 13 14 78).”

“If **anyone bound** by this policy **reasonably suspects** that a child or youth is being abused **by his or her parent/s**, they are advised to contact the relevant government department for youth, family and community services (CARL – Child Abuse Report Line – 13 14 78).”



Effects of implementation

“The ASC requires that wherever possible, it **obtains permission** from a child’s parent/guardian before taking an **image** of a child ensures that the parent knows the way the image will be used. We also require the privacy of others to be respected and disallow the use of camera phones, videos and cameras inside changing areas, showers and toilets.”
(Implications for social media and ‘under 18s’)

“When a minor (person under 18 years of age) wishes to deploy on an **ASC excursion** or **camp**, the **parent** or **guardian must deploy** with the minor and take all responsibility for that person. If a parent or guardian cannot accompany the minor, club approval will not be given for attendance of the minor concerned.”

Effects of implementation



“The ASC requires Club flying instructors including gliding air experience instructors, Flight coordinators, Committee members and Staff to have current **national police certificates**. “

“If **any person feels** another person bound by this policy is **acting inappropriately towards** a child or is **breaching** the **code of practice set** out, then a complaint is to be raised with a club official and is to be taken to the club’s management committee for review. “



Where do you find the policy?

On our website at

<http://adelaidesoaring.on.net/wp-content/uploads/2018/03/ASC-By-law-10-Child-Protection-Policy.pdf>

(safety and official documentation)



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Airfield Lease

Our current lease expires 30/06/2018

LRC has agreed to a 42 year lease

- 8 by 5 plus 1 by 2 year terms
- Renewable at ASC's option

Wording of the lease is close to finalisation

Will be in place by 01/07/2018



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Open Discussion

Any

- Questions?
- Concerns?
- Comments?
- Information to be shared?

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Can you remember?



New Gawler Airfield Entrance Road



From this!



New Gawler Airfield Entrance Road



To this!



New Gawler Airfield Entrance Road



We used to have automated speed control!

- 40kph
- 25kph
- 15kph

Fencing

Swale around Rwy23 launch point

New Gawler Airfield Entrance Road



It's been a long time coming!
And it's been worth waiting for!

Special thanks

- Committee
- Brian Rau
- Doug Megaw
- Tom Leech

A very special thanks

- John Summers
- Light Regional Council

Gawler Airfield Entrance Road



Grand Opening

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