

Standard Operating Procedures, Central Otago Flying Club, Alexandra

(Version 2018-03-21)

Background

The aim of this SOP is to ensure that gliding operations are carried out in a consistent manner. The expectation is that all Club Members and visiting pilots are fully conversant with these procedures to ensure that operations run smoothly and more importantly: safely.

These procedures are in addition to those stipulated in the GNZ MOAP, the VFG, and COFC club rules. Pilots are also encouraged to read other documents available from the club website. These discuss the safe use of our winch, club glider, and the use of oxygen and flight at high altitude. See Appendix for links to these documents.

Club Equipment

The glider, winch and tow car need to be DI'd prior to use. Also ensure tyres are pumped-up, canopy and windscreens are cleaned.
Read and be familiar with club glider JW briefing notes.

Private Gliders

Any private gliders must have current Annual and ARA inspections and carry a minimum of \$250,000 public liability and third-party insurance.

Time Keeping

Flight times and launches are to be recorded on the timesheet. Print names and times clearly. Aerotow times are recorded by the tow pilot and added to the timesheet at the end of the day.

Winch Operations

Ensure the winch is DI'd before use. Check fluids. Rope-repair instructions and equipment are kept in the winch. After use make sure the battery switch is turned off. Do not launch if aircraft are joining overhead, close to final, or taxiing on the sealed runway.

Keep a careful lookout for any intruders (persons, dogs or horses) who might be in danger during winch operations.

Prefix take-up slack and all out requests with the word winch, e.g. "winch, all out". This avoids confusion when winch and aerotow launches occur on the same airfield. Although this seldom occurs at Alexandra, prefixing your calls is good habit-forming practice for when you fly elsewhere.

Speed commands from the pilot are "45" (four-five) for too slow and "70" (seven-zero) for too fast. The winch driver may issue direction commands of "water-race" or "club-house". Read and be familiar with the winch operating instructions.

Aerotow Launching

Standard launch signals are communicated over the radio to the tow pilot via radio on 119.1 MHz. It is good practice to prefix aerotow calls with towplane registration. This avoids confusion when winch and aerotow launches occur on the same airfield.

The wing-runner may wish to repeat the standard signals by hand. The wing-runner must also check "all clear above and behind" and check tail dolly is removed before launching commences.

Alexandra Airfield, circuit procedures and landing

Alexandra has opposing circuits, i.e. all glider circuits are on the east side of the airfield onto the grass vectors, and power circuits are on the western or river side onto the sealed runway. This means that there is a heightened risk of glider vs. power collision on late-base or turning final if inadequate lookout was performed and final turns made too wide. To minimise the risk further we operate "displaced threshold" procedures.

Displaced Threshold: When landing vector 14, displacement occurs naturally because the grass runway begins at the far northern terrace and the seal begins a few hundred metres further in. However, be aware that power circuits can be wider than those for gliders, thus making contention still possible in this instance. For 32 operations the grass runway threshold must be artificially displaced, i.e. turning base and final (right-hand) must be done early and landings must be carried out well into the airfield. See VFG for further details.

Driving on operational areas

Driving on the seal or grass runways, taxiway or apron, is not permitted, unless specifically towing an aircraft or associated equipment (e.g. glider, jet or winch). Tow vehicles must travel at slow speed. Drivers must look carefully for aircraft traffic (ground and air). Before entering the grass or seal runways, the driver must also radio intentions (119.1MHz) and continue monitoring the radio for local air traffic. The use of headlights (dipped) or hazard lights is recommended.

Radio Procedures

Use 119.1MHz (unattended airfield) when operating in and about Alexandra. Most traffic in the Alexandra basin will also be on this frequency. At other times (when soaring and cross-country) you may use 133.55. However be aware that this frequency experiences high usage in the summer. An Omarama Soaring Centre repeater on the Lindis Ridge in summer means the 133.55 has enormous

coverage over the lower South Island. Use 133.55 sparingly. Generally 134.45 would be a better choice for chatting between Central Otago gliders.

Continue to monitor 119.1 often, especially if in transit zones (e.g. Cromwell Gorge, Thomsons Track). Do hourly Ops-normal back to Alexandra on club days.

Wanaka MBZ is 120.1, Alps (Mt Cook) is 118.6.

Local Weather Considerations

Westerly wave can bring rotor overhead the airfield with fast-changing wind conditions on the ground.

Alexandra Airfield is on a high terrace. In times of strong wind there will be correspondingly strong sink on final beyond the terrace. In conditions of 20 kts or more it is senseless to turn final beyond the airfield boundary unless very high.

On good convection days a strong southerly "sea breeze" may reach Alexandra mid to late afternoon. The surface wind may change direction suddenly and landing on the cross wind vector may be necessary.

The southern 32 windsock can be affected by nearby trees. Local irrigation ponds are additional indicators of surface wind near the airfield.

This SOP has been adopted by resolution of the Committee of Central Otago Flying Club, on 22nd of March 2018

John Robinson, CFI, Gliding

Appendix

Other useful documents

On our club website you will find links to all our important documents. These include briefing notes on flying JW, use of EDS oxygen system, driving our winch, and flying in wave at high altitude.

<http://cofc.co.nz/download.shtml>

Printed copies of these documents will be attached to the printed copy of this SOP which will be available in the clubrooms for all pilots to read.

A current membership list will be initialled by all glider pilots to confirmation from pilots that they have read, understand and agree to COFC standard operating procedures. Visiting pilots will be required to add their name to the list as well.