



# Gliding Tasmania

Dear New Member,

Welcome to the Soaring Club of Tasmania (aka Gliding Tasmania). You have decided to join a group of people who enjoy the silent form of unassisted flight. We operate in a similar way to the many other gliding clubs around Australia, with much voluntary enthusiasm to enable our sport.

By now you would have met many of the regulars at Woodbury. If you find yourself without a familiar face in sight, don't hesitate, ask for the duty pilot or the duty instructor. They will inform you of what is happening that day.

Most information about the club can be found on our website [www.soaringtasmania.org.au](http://www.soaringtasmania.org.au) including contact numbers, roster and our banking details. Once joined up you will be able to login to our member's area in our website with other resources being available. On joining you will need a pilots log book (\$5) and your theory book call Basic Gliding Knowledge. There is a link on our website to download the book, or a copy can be brought for \$30 from the GFA store. Flying fees can be paid by cash, cheque or direct bank transfer. Every member is responsible for knowing what they owe before they leave the club and to pay within one week of their flight. Phone banking is strongly encouraged so that the payment can be done before you leave the club and so bills are not forgotten.

On joining you will need to pay both GFA (Gliding Federation of Australia) and SCOT (Soaring Club of Tasmania) annual membership fees. The GFA is our governing body and the fee assist them to undertake the multitude of task they do for clubs around Australia and for insurance. You will also receive a regular gliding magazine published by the GFA. The SCOT fee goes towards the running of our club (i.e. insurance, rent, betterment of facilities). Both membership forms and payments have to be completed before being able to fly for legal reason.

Always call the rostered instructor a day or two before you intend to come flying. This make sure we have sufficient crew to cater for club member activities. Please attend the morning briefing which is held at 10.00am. Teaching and safety matter are discussed at these briefings. If you are unable to come in the morning, make yourself known to the duty pilot or instructor on arrival to be briefed on the day's activities. Members are encouraged to be around to assist with getting gliders out in the morning or with putting them away at night (or both!).

Members are encouraged to engage with our Facebook page. It is a good place to share ideas, photo's and news items.

S.C.O.T is incorporated under the Association Incorporation Act (1964). All Members are liable for the sum of \$10 should the club fail to meet its debts and have to wind up operation.

Our governing manuals (Constitution & Rules of the Soaring Club of Tasmania, Soaring Club of Tasmania Inc. Operations Manual, Manual of Standard Procedures (MOSP), and Safety Management System) are available for reading in the club house or through links on our website (not light reading though).

Checklist for new members:

- Obtain glider log book from club
- Obtain copy of [Basic Glider Knowledge](#)
- Complete Gliding Tasmania membership form
- Complete [Gliding Federation of Australia membership](#) form
- Be aware of who comprises the club's committee
- Be aware of whom to report any concerns or safety issue to: i.e. Duty Pilot, Duty instructor, and Safety Officer.
- Is aware of where to find and read the club rules.
- Is aware of where to find and read the [Safety Management System Documents](#).
- Is aware of where to find and read the [Manual of Standard Procedures](#).
- Has a copy of and has read the Duty Pilots Notes.
- Is familiar with club's [website](#) and [Facebook](#) page.
- Understand how and when to pay gliding fees

When signing your S.C.O.T membership form, you agree that you have read and understood this initiation document (please see attached membership form) and are aware of where to find the above mentioned resources.

And so whether your goal is to simply learn to fly, or maybe soar cross country with eagles, or to become a competitive flyer, we hope you feel welcome at Gliding Tasmania.

# The Soaring Club of Tasmania Inc. (Operating as Gliding Tasmania)

## Membership form & Member's details register 20\_\_

**Important note:** The information provided below is mandated by the GFA and is also a legal necessity. All new members must complete this document. And all ongoing members are required to renew this document yearly (due at the AGM which is the last week in November)

<b>Full name:</b>		
<b>Address:</b>		
<b>Phone:</b>		
<b>Email:</b>		
<b>Date of birth:</b>		
<b>Emergency contact name:</b>		
<b>Emergency contact Phone:</b>		
<b>Address (emerg. contact):</b>		
<b>Total hours flown:</b>	<b>Dual:</b>	<b>Solo hours:</b>
<b>(Power time can be included)</b>		
<b>Hours flown Nov 01, 20__ to Oct 31, 20__:</b>	<b>Dual:</b>	<b>Solo:</b>
<b>Date of last gliding Annual check:</b>		
<b>Annual check conducted by (Instructor):</b>		

All members also need to hold GFA membership. This can be purchased online through the GFA store ([www.gfa.org.au](http://www.gfa.org.au)). For new members go to "member services" → "Membership" → "New member's link".

I \_\_\_\_\_ declare I have completed, paid for, and will maintain membership of the Gliding Federation of Australia and The Soaring Club of Tasmania whilst engaged in any gliding activities. I further declare I am medically fit to fly according to the GFA declaration I have completed, and I have read and understood the warning regarding the risks of gliding.

For new members: I have received a copy of the Welcome Letter and Duty Pilot notes and have read and understood these documents. Signed \_\_\_\_\_

Dated: \_\_\_\_\_

## Extract from GFA declaration:

### WARNING

“Gliding as with any flying activity can be DANGEROUS. Any person participating in the sport of gliding or learning to glide or participation in the activities of The Gliding Federation of Australia (GFA) does so entirely at their own risk. It is a condition of admission to Membership of the GFA that the GFA, its office bearers, committee persons, members, servants or agents are absolved from all liability however arising for injury or damage however caused (and whether fatal or otherwise) arising out of membership of the GFA or participation in gliding, learning to glide, flying in any aircraft being used for or in connection with gliding or in any way caused by or arising out of any activity carried on by the GFA whether or not such death, injury or damage is in any manner due to any negligent act or omission, breach of duty or default on the part of the GFA, its office bearers, committee persons, members, servants or agents. Any person participating in the sport of gliding, learning to glide, flying in any aircraft being used for or in connection with gliding or in any activity carried on by the GFA is only permitted to do so on the clear understanding that this occurs entirely at their own risk.”

Regarding medical fitness to fly:

I am the holder of a Student Pilot or higher category licence with a current medical Certificate.

Or

I will sign a GFA declaration of fitness to fly in accordance with the following guidelines:

I hereby declare that to the best of my knowledge I am not suffering from any physical condition that would preclude me from operating a glider as pilot in command. I further declare that I do not suffer or have not suffered from:

Heart failure within the last 3 years, Heart disease, Cancer in the last 5 years, ECG changes, Recurrent fainting, giddiness, blackouts, abnormally high blood pressure, Insulin dependent diabetes, Stroke, Transient ischemic attacks (mini-strokes), Multiple sclerosis, cerebral palsy, Parkinson’s disease, Significant head injury, Epilepsy, Fits, Renal calculus disease (kidney stones), Vestibular disorders (vertigo), Inability to hear conversation voice at 2 meters (hearing aids can be used), physical limitation or disabilities

In the event of my contracting any physical condition precluding me from operating a glider as pilot in command, I undertake to the Gliding Federation of Australia that I will cease flying in that capacity while the condition makes it unsafe for me to do so.

## Duty Pilot Notes

The Primary functions of the Duty Pilot are:

- To assist the Duty Instructor in ensuring that the days flying operations progress smoothly, safely, and efficiently.
- To ensure that a capable person is available to log the flying sheets and complete the costings.
- To collect all monies and ensure they go along with the time sheet to the treasurer.

To assist the Duty Pilot in doing these tasks, the following guidelines have been prepared.

### Prior to commencement of operations

- When rostered, irrespective of weather, arrive at site no later than 9.30am.
- After putting the kettle on, open the hanger doors (wind permitting).
- Prepared the days flying sheet and the flying order board
- When sufficient (minimum 3) competent assistants are available and weather is safe to do so, remove aircraft from hangar. **TIE DOWN ALL GLIDERS.**
- If certified to do so, commence Daily Inspections. If not so qualified, request first certified pilot arriving to commence the D.I.'s.
- Assist Tuggie with refuelling the tug.

### During Flying Operations

- Maintain flying order board, arrange pilots in order of arrival at site. Space student and solo flights if able to do so to allow instructors to have breaks.
- Make first contact with visitors and if required arrange Trial Instructional Flight with suitably qualified pilot.
- Ensure “next to fly” is prepared well before the glider becomes available, with book, ballast and cushions in hand.
- Ensure airfield safety: Competent wing tip operators, gliders removed off runway immediately on landing and glider only on the threshold if about to be launched.
- **ENSURE ALL CANOPIES ARE LOCKED AND GLIDERS SECURED AT ALL TIMES.**

### Close of Operations

- Check all batteries are out of gliders. Ensure all Maintenance releases filled out.
- Ensure the days takings and time sheet go to the club Treasurer ASAP.
- Check radios off, gas off, rubbish collected, doors locked.
- Put away rood signs. Good work, go home 😊