



Mandatory Safety Briefing



2023-11-28

Welcome



Mike Durrant Contest Director

Key Points



- Thanks for handling difficult conditions yesterday
- Proximity analysis revealed no issues
- Scoring glitches - mostly fixed
- Registration almost done – 1 pilot to go
- Scrutineering -- 28 gliders to go – please prioritise
- Weather – who has no trailer, hangar or other means of protecting glider?

Weather Overview



Ed Mare1
Wx

Jenny Thompson

OD

Debrief Yesterday



Incidents

- West of Dubbo – near miss
- Car near miss with tow-rope ring
- Glider landed middle of RWY22 – delay clearing
- Glider backtracking RWY29 – crossed RWY22 intersection – glider on short final

Peter Gray Safety Officer

Safety Culture – ‘Just’ Culture



- We acknowledge many people have high-level experience and we encourage you all to participate in the Safety Briefing
- Please self-report any issues
- Confidential Online Safety Box on the competition website
- Feedback is welcome to the Safety Committee, Competition Director, Stewards, or any competition official
- Proximity analysis software will be used every day
- Descent below 1,300 feet MSL beyond 10km of YNRM will be reviewed by the Safety Committee for safety concerns

Digital Safety Box



If you wish to make a suggestion or report a safety incident to the Safety Officer please enter the details on this form and press submit.

We would prefer that you enter your Name and Contact details so we can refer back to you, however you may enter an anonymous submission if you so wish.

There is unlimited space for text so please be comprehensive in your description.

All information provided is regarded as CONFIDENTIAL unless otherwise stated by you. The information will only be shared amongst the CD, Safety Officer and other relevant members of the management team (eg: FAI Steward, Tugmaster etc)

When you are finished just click SUBMIT. We will respond promptly and confidentially.

Your Name (optional)	Email Address (optional)
Phone No. (optional)	Date (dd mm yyyy)
Write Here	
Submit	

How to find the Safety Box



- Home
- Entries
- Trace Upload & Scoring
- Live Tracking & Webcam ▾
- [Competition Resources](#) ▲
- Weather
- Info & Accommodation ▾
- Press

Welcome to the 37th FAI World Gliding Championships

Narromine NSW Australia

2 to 16 December 2023

- Competition Downloads
- Advise Us – Safety Box

You can also report directly to CD, Safety Officer OD, or anyone on the Safety Committee

Hydration and Hypoxia – Risk Mitigation

- Dehydration and hypoxia is a dangerous combination
- In hot conditions hydration is critical for good decision making and survival:
 - Drink before launch
 - Carry **3 L** water in cockpit
 - Have at least **3 L** for outlanding included in reference weight
- Oxygen is:
 - **Mandatory** above 12,500 feet MSL
 - **Strongly recommended** above 7,000 feet MSL
 - Available **free**



Outlanding – Power Lines

They are **randomly located** in paddocks

Very hard to see. Wires may be strung between trees and fences

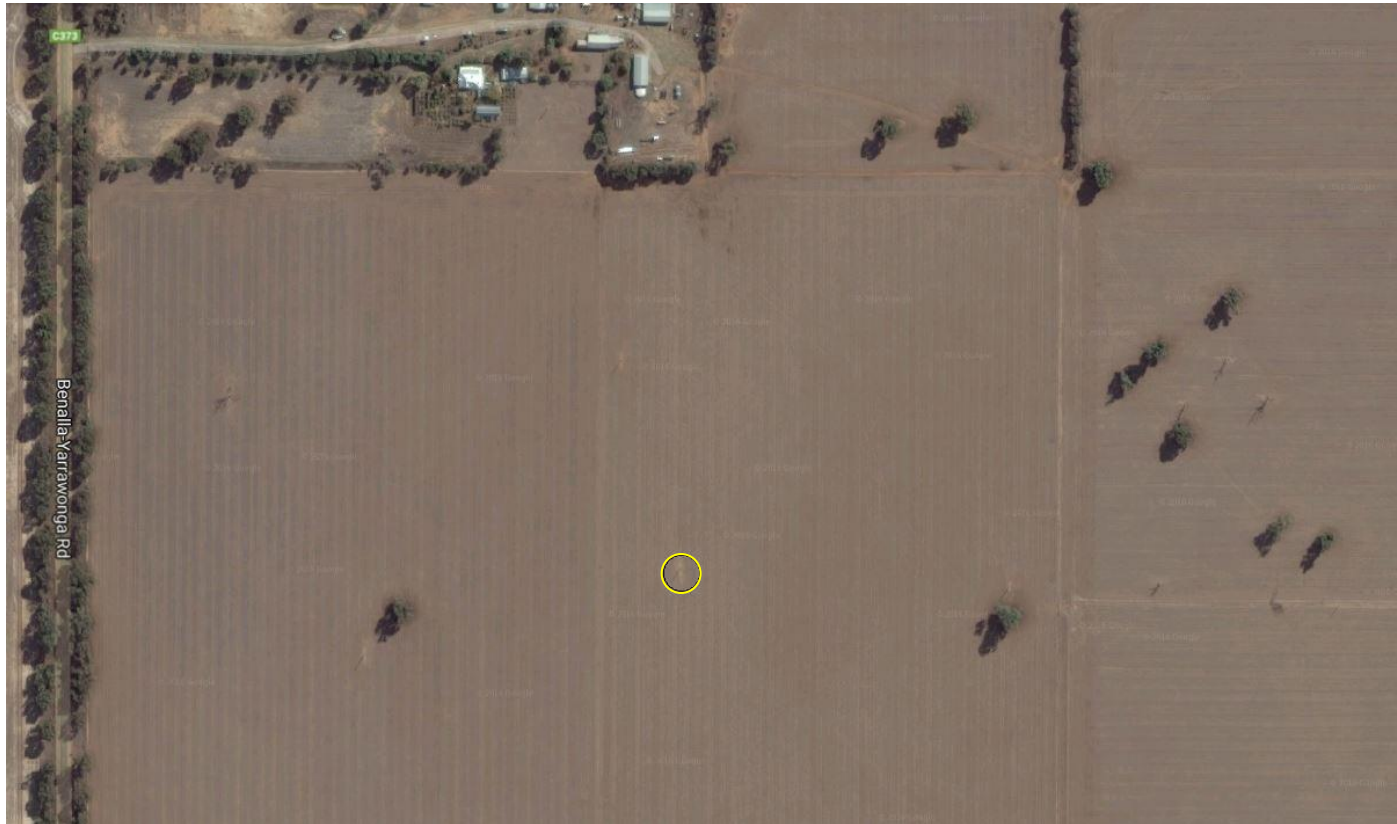
Look for unusual features where a pole may be

As you get lower, look for power poles

Any building will have a power line attached



Outlanding – Power Lines



One power pole circled

The power is likely to be going to the farm house

Can you see indicators of any other poles?

This will become easier as you get lower

You won't see the wires until you are on final, so you must identify the track by finding the poles

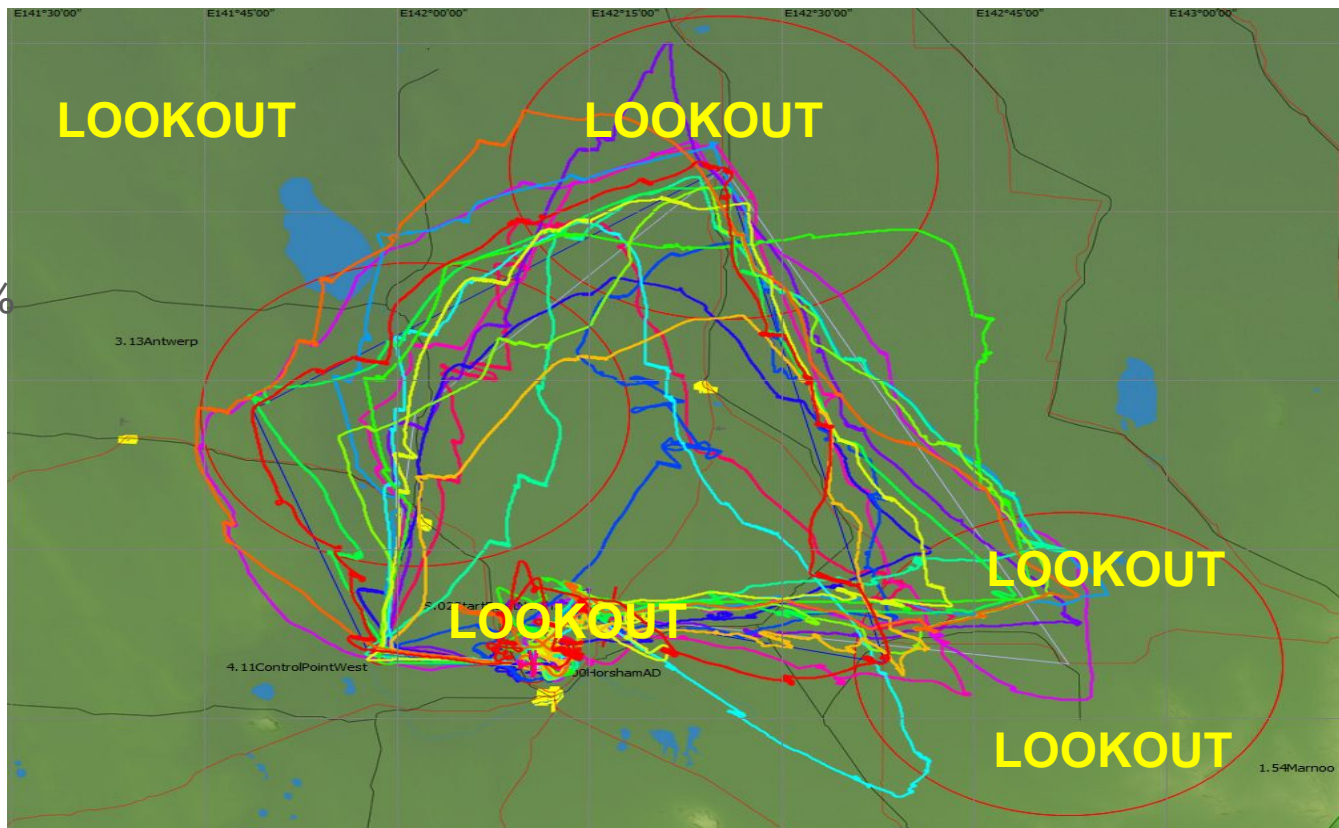
Outlanding – Power Lines – Small Towns



When landing close to a town, be aware that there will be more power lines. So look closely as you get lower

FLARM & Lookout

At this event, 15%
of FLARMS
examined are
near useless



Gliders and Trailers – Tie-down

- Trailers must be secured both front and back
- Make sure you have robust tie-downs for gliders



WARNING

Australia has very dangerous thunderstorms with huge winds and gust fronts
All gliders and trailers must be securely tied down: Hail is possible



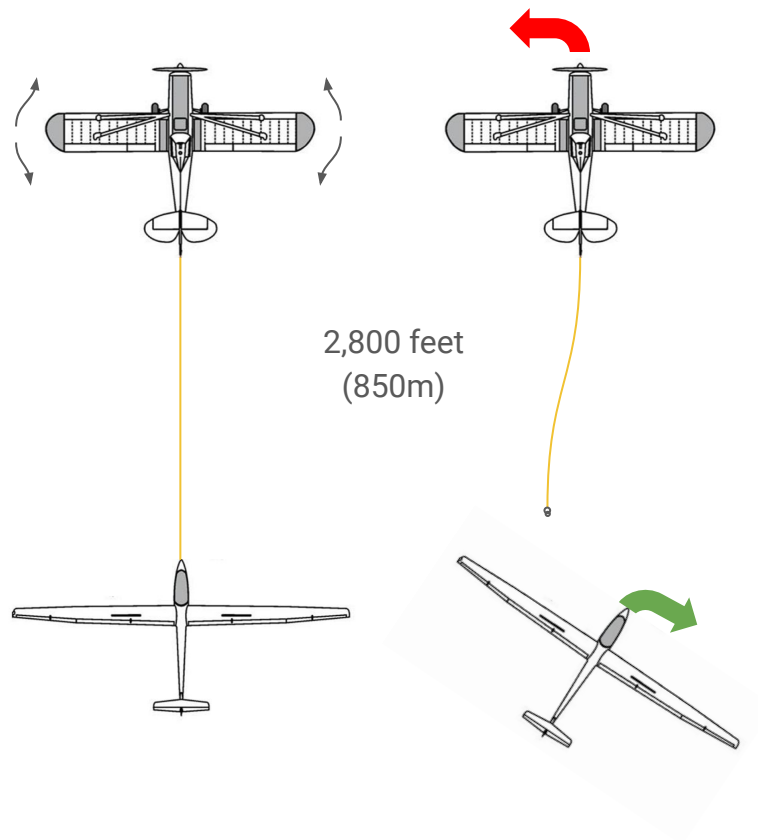
Launching – Launch Point Safety



- When launching starts, all access roads will be closed off
- Competition officials will be identifiable by vests
- Mobile phone use on the grid is discouraged due to distractions
- Vehicles stay in car parks until launching is finished
- For re-light, crew may retrieve the glider with permission from Operations Director
- Teams must remove equipment immediately from the grid after launch
- Operations Team will advise when ropes can be retrieved

Glider Towing

- Standard release altitude 2,800 feet (850m)
- On release, the glider turns RIGHT
- Pilots shall not release until after the tow pilot has rocked the wings of the towplane
- Pull-ups before releasing are prohibited
- **Any obvious wing rocking - release IMMEDIATELY**



Outlanding – Retrieve Procedures, Trailer

- 4WD preferred. Always leave Narromine with a **full fuel tank** as there are limited fuel stations across the task area
- **Vehicles should not be parked in long stubble** as catalytic converters can cause a fire¹
- Always obtain **maps and directions from the Outlanding Office**
- Cell phone reception is mostly poor, so retrieve crews may not be able to contact the pilot once on the road. It is **critical that accurate directions are obtained before the retrieve crew leaves Narromine airfield**
- **Satellite phones or messaging** devices are highly recommended
- Take plenty of drinking water for the crew and pilot (1 litre per hour, per person)
- Gates from roads are often locked



¹ See: [Fire warning issued after motorists ignite major blazes.](#)

Total Fire Bans



- No ignition sources are permitted in the open
- This means NO SMOKING!
- NO USE OF DEVICES GENERATING SPARKS!
- Permission required from owner before entering paddocks
- No aerotow retrieves from paddock^
 - ^ a Paddock is an outlanding field

Outlanding – Paddock Selection



Suitable:

- Stubble crops
- Cultivated paddocks



Avoid:

- Irrigation
- Grazing land
- Unharvested crop
- Ploughed paddocks

Outlanding – Cautions



- Remote areas with few houses, poor roads and poor phone coverage
- Many houses abandoned
- Farmers are wary of unexpected visitors – be respectful
- Always carry your phone and have Competition Badge visible
 - **SMS text** is better than calling
 - Strongly recommend personal tracking device or **satellite communication**
- Stay with glider if uncertain of direction towards roads and people
- Have plenty of **water** – you will require **1 L** per hour
- In an emergency, radio may be used to report situation, using 121.5 kHz

David Jansen Task Setter

Airspace Design



1. Airspace file boundary excludes all controlled and restricted airspace
2. We will not be tasking in the vicinity of the Dubbo CTAF
3. There are several danger areas in the airspace file
4. The organisation will task to manage associated risks
5. Active Danger Areas will be briefed daily
6. Entering a Danger Area is not an airspace violation.

Airspace



Contest Area Boundary

Lateral Limits	Class P	GND – UNL
Vertical Limit	Class A	FL175
Class R	Willy 1/2/3	9500'/8000'/7000' - UNL

Radio Mandatory Zones

Certified Airfields – CERT	Class RMZ
10nm – GND to 3000' AGL	

CTAF procedures apply, e.g.: If inbound to Parkes AF or in the vicinity of other Parkes traffic;
“Parkes Traffic, Glider ABC, 10nm North, 4,000’
Inbound, Estimate the circuit time XX, Parkes”

Other Contest Airspace

R409A BYROCK SURFACE FIRING RANGE	[H24]
R524 CULGOORA RADIO TELESCOPE	[H24]
R525 PARKES RADIO TELESCOPE	[H24]

Danger Areas

D513 THE BALD HILLS UAV OPERATIONS	NOTAM
D526 CADIA GOLD MINE BLASTING	NOTAM
Willy 1D/2D/3D	
WILLIAMTOWN MILITARY FLYING	NOTAM

Jenny Thompson

Operations

Director

Radio – Frequencies: 2023-11-28 to 2023-12-16



Operations	
CTAF	126.700
Gridding	130.000
Launch	130.000
Start	120.125
Safety	122.025
Finish	130.000
Landing	130.000

Radio – Procedures

- For gridding and marshalling directions use 130.000
- Maintain 130.000 for launch
- Change to team frequency, or 120.125, for the start
- CTAF 126.700 will be monitored and non competition traffic rebroadcast on 130.000
- Teams must monitor 130.000 and rebroadcast non competition traffic on team frequencies
- During relights and on return in the event of day cancellation, use 130.000
- On task, use 122.025 for safety/gaggle
- Change to 130.000 prior to reaching 20 km from the edge of the finish ring
- Monitor 130.000 during tow-back to the tie-down and listen for any marshal instructions

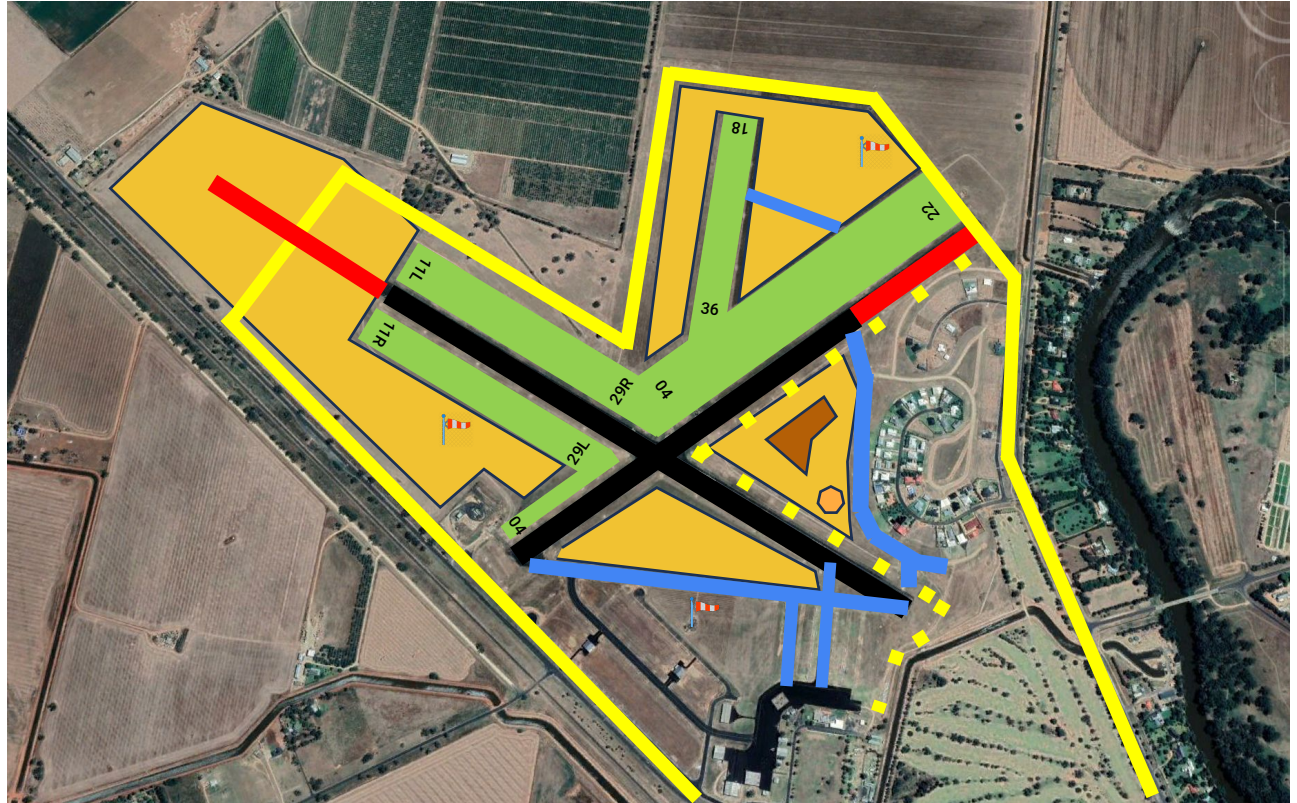
Note:

- Australian frequencies are on 25 kHz channels, 8.33 kHz channels should not be used.
- Only use of the allocated frequencies is approved

Airfield – Windssocks

Key Features




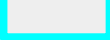
-  Daily Weighing Point
-  Grass Strips
-  Bitumen Strips
-  Taxiways
-  Vehicle Access Track
-  Alternative Track
-  Disused Bitumen
-  Unlandable
-  Deep Ditch
-  Windssock

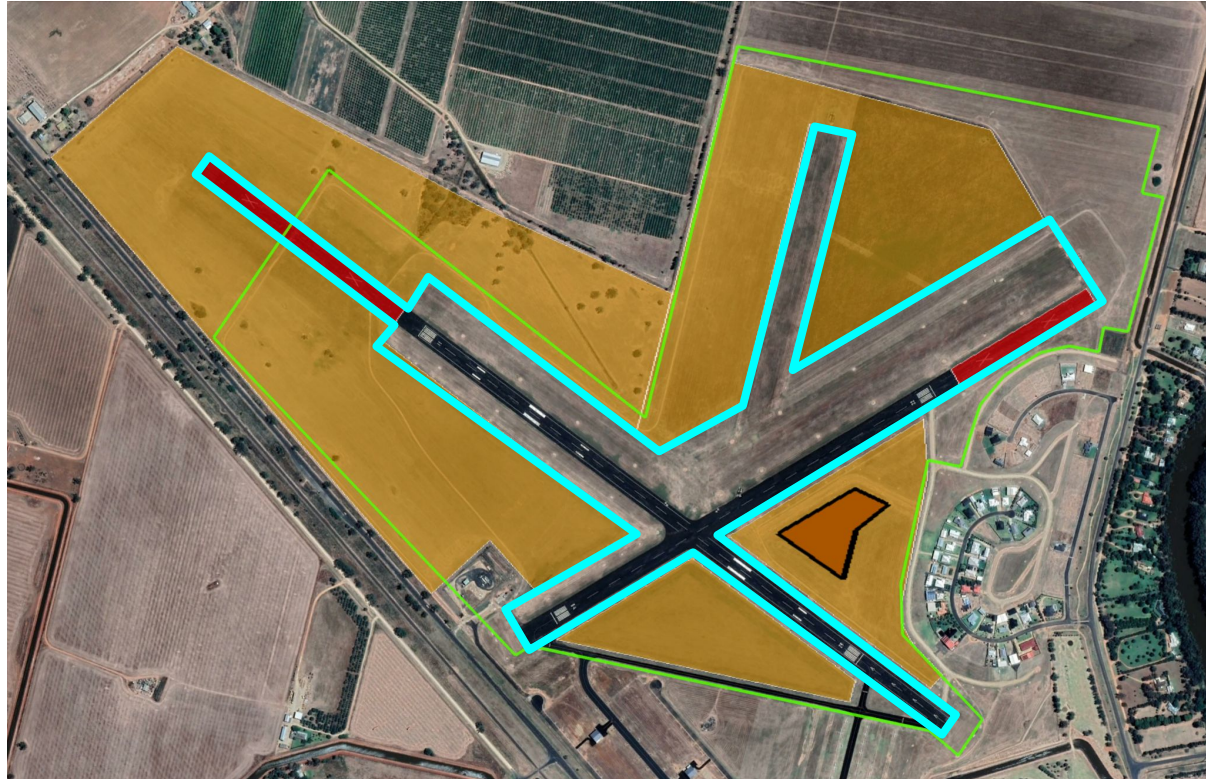


Contest Site – Unlandable Zones

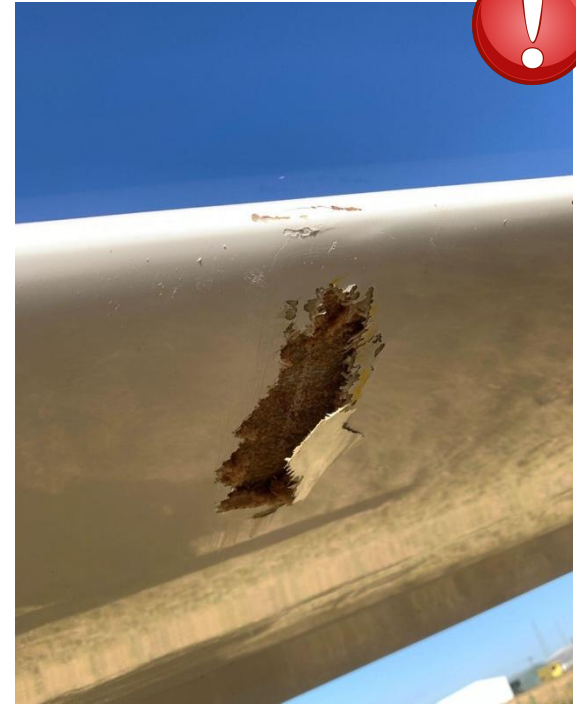
The contest site boundary is shown here with the unlandable areas shaded

Note the disused extensions to the NW and NE runways – these are available

-  Disused bitumen
-  Unlandable
-  Deep ditch
-  Contest site boundary
-  Landable areas



Runway Lights



Tow Back – Routes and Procedures



- Finishing gliders will land long on the preferred runway
- Crew should plan for recovery at end of the runway, parking in the designated areas
- All vehicle movements must be on the perimeter tracks unless towing a glider
- Two marshals will be located at the centre of the runways
- Tow back **MUST** avoid the active runways where possible
- Taxiing gliders are only to cross active runways with permission
- Permission to cross active runways will be provided by marshals, radio 130.000

Runway Intersection – High Risk Zone

All operations
airside **must**
have a radio on
130.000 kHz

Marshals will be
at intersection
during gridding
and towback

Obey marshal
directions





Competition Operations Briefing



2023-11-28

Tow Ropes



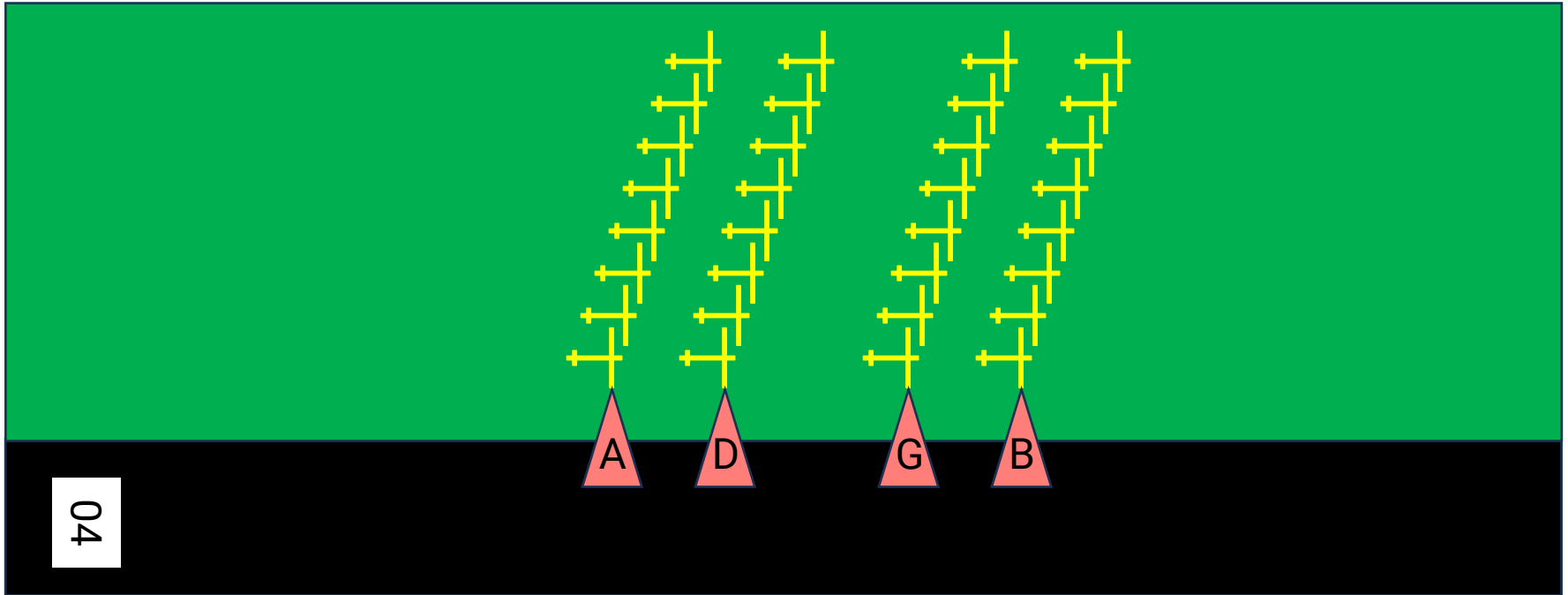
- Each glider will have a rope during the official practice period
- **Any rope can be used, on any glider**
- Teams must
 - inspect and attach ropes to the glider
 - ensure glider is ready for launch
 - provide the wing runner
- Launch crews will hook the rope onto the tug
- **After launch of the grid**, teams must **retrieve ropes** from the rope drop area
- **One person per team** should be designated to **retrieve ropes**
- Spare ropes will be available for relights

Gridding

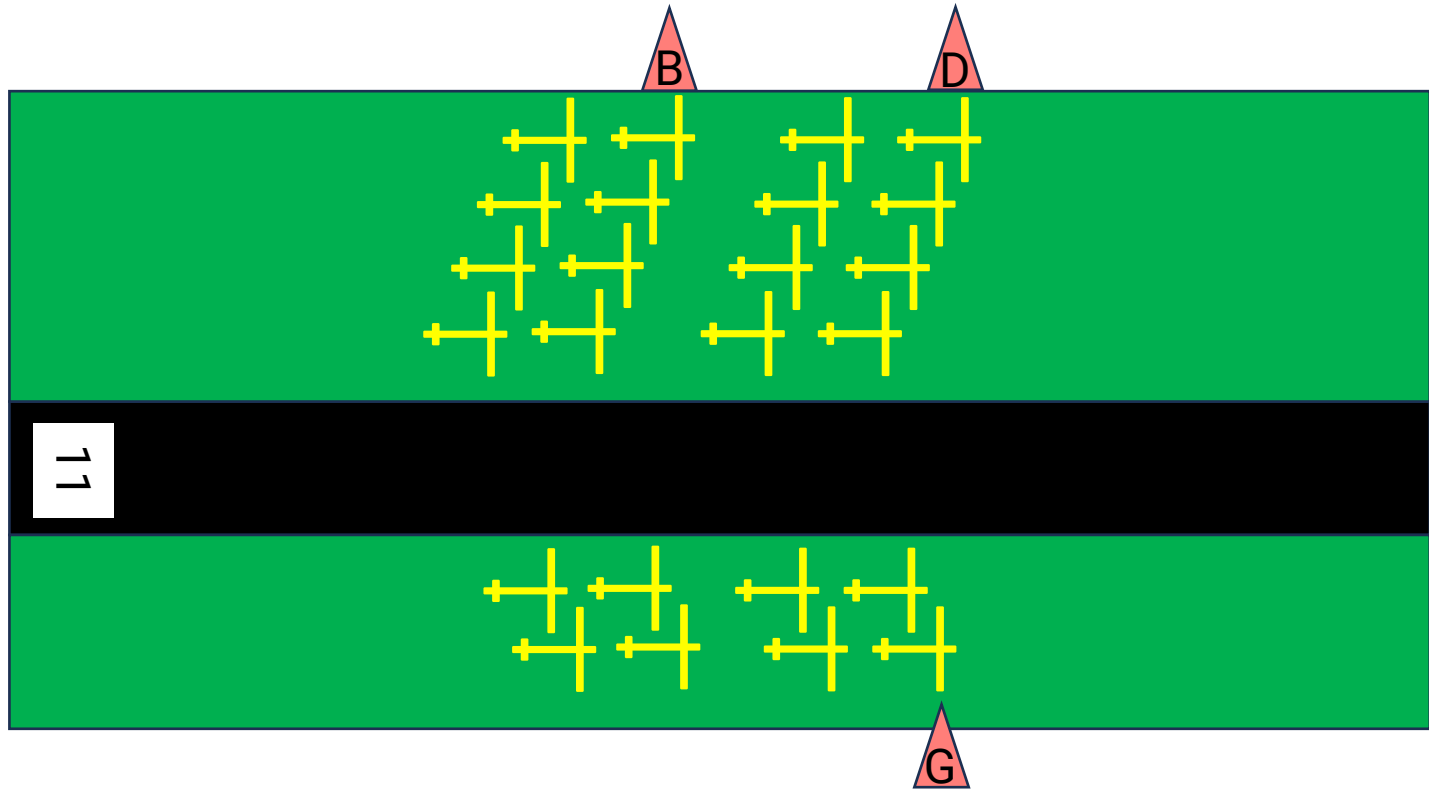


- Team Captains will have a row number allocated at registration
- Team Captains will be informed of the daily grid order
- Gridding is by designated row, **any order within the row**
- Rows will be moved each day to rotate the grid
- Once the grid is filled, crews are required to push gliders back

RWY04 Grid Pattern

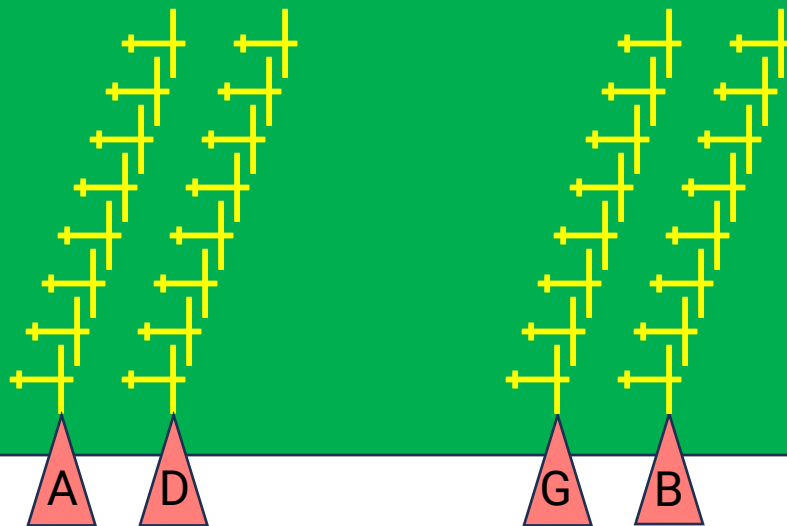


RWY11 Grid Pattern

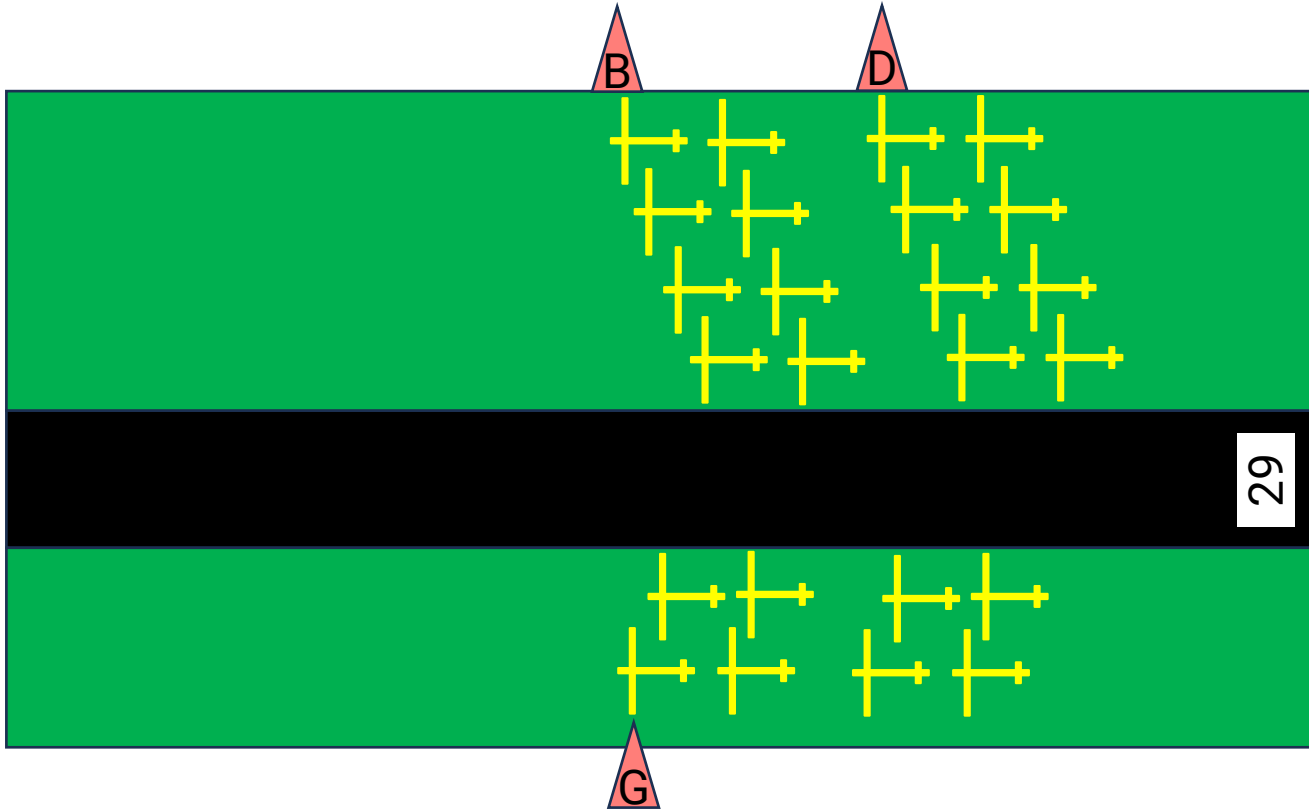


RWY22 Grid Pattern

22



RWY29 Grid Pattern



Outlanding – Communication



Outlanding Office

Mr Arnie Hartley +61 418 270 182

LowCrop.aero

Will be set up when pilots and glider entries are finalised

Trackers

Keep trackers ON

FIRST, CONTACT THE OUTLANDING OFFICE USING **LowCrop.aero** OR OUTLANDING OFFICE. The outlanding office will contact Team Captains

Outlanding – Retrieve Procedures, Aerotow



- Paddock must be at least 600-800 m long - step out the distance
- Agricultural strips are OK
- Hard surface is required
- No obstacles (power lines, trees, homes, etc on the departure direction)
- Radio contact with tug pilot on frequency 122.7
- Once tug is despatched, do not leave the glider
- **Prior permission from the landowner** must be obtained before organising the retrieve
- Aerotow retrieves will not be available on Fire Ban days

Tracker Management



- Team Captains must:
 - Collect a tracker from the Tracker Store for each pilot each day
 - Return trackers to the Tracker Store within 1 hour of pilot landing
 - Return trackers for charging after a retrieve as soon as possible, but no later than 0800 the following morning
- Organisers will ensure trackers are charged overnight
- The Tracker Store will be in the media room co-located with the briefing room

We are here to help



Please ask questions – now or later to ensure you understand