

Rules For Cross Country Flying In Club Aircraft Flown From Camden

(2007 version)

These rules apply to club aircraft being taken on cross country flights from Camden other than for deliberate outlanding training or exhibition flights with an instructor onboard.

The rules are:

- a) The aircraft must carry a working GPS Datalogger.
- b) Before leaving gliding range of Camden, The Oaks, or Wedderburn, the pilot must notify the duty instructor, and record details in the Pie Cart, either before launching or by an acknowledged radio call to Camden Glider Ground on 122.7. These details are to be recorded on a board in the Pie Cart.
- c) After making such a report, any significant change of intentions is to be notified to Camden Glider Ground by radio on 122.7.
- d) Pilots may not fly further West than 35 km from Camden without a special endorsement from the CFI.
- e) If unable to return safely to Camden, the aircraft is to be put down into a safe recognised aero-towable field after a normal circuit, with circuit joining height no less than 850 feet above ground level.
- f) After any landing away from Camden, a report is to be put into the CFI's box in the pie cart, and the data logger traces are to be sent to the CFI within seven days.

(The above rules passed at Instructors Panel September 2007)

Supplementary Notes 10 OCT 07 to be read in conjunction with the above

1. **Recognised aero-towable field** means **known aerotowable airfield**. The airfields available in the Camden- Mittagong area are The Oaks, Mittagong and Wedderburn. Traynors strip at Thirlmere may not be aerotowable, depending on aircraft type and prevailing conditions. The strip at Wilton should not be **planned** as an alternate landing area (due to parachuting operations and a clear advice on the Sydney VTC chart that pilots should avoid the area).
2. Pilots should utilise the stepping stone method, ie establish a safe glide angle to the next acceptable landing area before leaving a safe glide angle back to the previous one.
3. Pilots should conduct the flight so as to arrive above a potential landing area with at least sufficient height to allow proper inspection of the landing area prior to observing a normal breakoff point followed by a standard GFA circuit of 3 legs. If at an airfield, normal procedures should be followed to avoid conflict with any potential power traffic.
4. Low thermalling is strictly prohibited.
5. Unless otherwise arranged, flights should be planned to return to Camden.

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