



SUNNY COAST FREE FLYERS

SCFF pilot and Commercial Operator Rules

These rules are applicable to pilots and commercial operators at all sites. They work in conjunction with the Code of Conduct and specific site rules on each site page.

1. DUTY PILOTS

A duty pilot must be nominated when there are

- PG2s that need supervision
- When there are more than 4 pilots flying at any site
- For Carties: Any time Carties is operational

2. ALL SITES:

- SO or Duty pilot has jurisdiction and control of the site. Safety Officers who are operating as a commercial operator on a given day, should cede their SO / DP jurisdiction to an alternative on the day.
- Re-iterating the above: a duty pilot or SO has jurisdiction on these sites .and CFIs and pilots must adhere to the instructions from them on the day, as conditions change rules on the day
- CFIs must communicate with Duty Pilot on launch to co-ordinate with pilots and students Launching and landing
- Instructors must be in radio contact with their students on a separate channel to club channel; as well as monitor and have the ability to speak on club channel
- PG2s must display a red ribbon
- PG1s (under instruction) must display a yellow ribbon

3. TEEWAH: (PG2)

- Maximum of 3 students in flight per instructor who is monitoring them
- Students in flight must be visible to instructor or FI at all times
- If sent down the ridge, an instructor on the beach must have radio and visual contact.
- Max 3 students in the air on the ridge before white face at one time, on a day when experienced pilots are also flying, and must be in sight of instructor
- If no experienced pilots flying, there can be 6 students on the ridge before whiteface (3 per school)

- If a school has more than three students they want to get in the air, the CFI needs to have an additional instructor, and fly the other three students further down the ridge (beyond whiteface) under the other CFI / AFI / FI instructor's view.
- A CFI supervising pilots in the air can't supervise students who are ground handling - additional instructors are required to do this
- For single instructor operations, the instructor may only launch 2 students and must keep in visual range and radio contact while he flies down to instruct from the beach.
- Ground handling must not be done on the "road" i.e. the gazetted road on which 4WDs travel. It must be above the high water mark
- Hang gliders mustn't set up on the launch, assemble behind the launch area and only move to front of launch when launching

4. RAINBOW BEACH (PG2)

- Maximum of 3 students in flight per instructor who is monitoring them
- Students in flight must be visible to instructor or FI at all times
- Total of 10 students maximum in the air
- This can be reduced in numbers depending on conditions and numbers of pilots on a given day. Decided on by an SO
- A CFI supervising pilots in the air can't supervise pilots who are ground handling - additional instructors are required to do this

5. BUCHYS (PG2)

- Max 3 students total on the ridge at one time (regardless of flight school)

6. WIDGEE (PG2)

- An instructor must be in landing paddock with radio contact and visual sight of student
- All students must be visual to an instructor at all times

7. MOFFATS BEACH (PG4) and KINGS BEACH (PG4)

- PG3 pilots may approach the club's SSOs (or their delegate) to have abilities assessed by an SSO to give them a club rating to allow them to fly these sites - an SSO will watch them fly and assess their competency, also brief them on these sites, and how to safely fly them.

8. ALL SITES

- Students to be visual to instructor at all times
- Instructors must monitor both club channel and student channel at all times
- Students to be in radio contact with instructor on different to club frequency at all times
- CFIs cannot "supervise" pilots to fly wings they are not endorsed to fly i.e Mini wings and Parakites. If a pilot is not endorsed, they must be under direct instruction from a CFI ie radio and visual contact
- SIV wing manoeuvres listed below are not permitted under instruction at any SCFF site

Frontal Collapses, Asymmetrical Collapses, Pitch oscillations, Stalls(all), B line stalls, Spins, Search for stall, SATs, spirals

- Pilots must avoid walking on dunes and stick to known tracks

END OF RULES

ADVISORY GUIDELINES / RECOMMENDED ETIQUETTE

These supplement the firm pilot and commercial operator rules that the committee has formulated.

- Give students and low-airtime pilots (with coloured ribbons) a wide berth in the air, leaving them plenty of clear airspace.
- Be mindful of other pilots preparing to launch or top land, giving them sufficient space and avoid generating wake turbulence in the vicinity.