

## Spring Hill – Site Brief

**This brief is for Duty Pilots (generally Safety Officers) to provide to all pilots. It should provide a basis for discussion of safe operations on the hill.**

### Site Description and General Conditions:

- Spring hill is an inland hill which faces the prevailing W/NW winds.
- This site is on PRIVATE PROPERTY. Approval to access this property must be obtained from the landholder by every pilot each flying day:
  - Phil Robinson (m:0419 030 016, twitter:@SpringHillPhil)
- Daily site fees of \$10 for each pilot are payable to the landowner using the box near the dam, or \$250 per year, or the provision of one day's labour provided to Phil on the property; unless other arrangements have been personally made with Phil.
- Launch: S35° 05'39" E149° 04'59": 2850' (850m) AMSL
- LZ: S35°05'11" E149°04'40"
- Controlled airspace starts at 4500' AMSL; see VTC for other regional airspace
- Just over the back of the hill airspace drops to 3500'

### Site Rating: [Describe as Guidelines]

- Wind Direction: SW to NW, best conditions WNW
- Site rating is dependent on conditions. Spring Hill conditions can be anywhere from benign to very dangerous. Some guidelines (main launch):
  - Novice PG – Wind Gusting less than 25 km/h
  - Novice HG – Wind Gusting less than 40 km/h
  - Intermediate PG – Wind Gusting 25 to 35 km/h
  - Intermediate HG – Wind Gusting 40 to 45 km/h
  - Advanced PG and HG – To make own appraisal.
- Other factors will contribute to the assessment of safe launch conditions:
  - Is the wind strength trending up?
  - What is your airspeed on your wing?
  - Is it morning or afternoon?
  - What are the observations at other regional sites (is Mt Ginini strong)?
  - How many other pilots are in the air?
  - Is the seabreeze coming?
  - How thermic is it?

### Weather Hazards: [Describe weather information sources]

- Weather conditions can change rapidly.
  - Rapidly increasing W wind from mid morning to late afternoon.
  - Late afternoon seabreeze from the E.
- Strong thermic conditions low to the ground during the middle of the day.
- If it is strong enough to stay up, it is strong on launch.
- If the wind is SW to W the weather station will read low, and it creates turbulence 'below the rock' on launch.

**Launch Hazards: [Describe launch areas]**

- Rocks to the right of launch can cause injury in poorly executed launches.
- Powerlines (10,000V), fence and tower behind launch are extremely hazardous.
- Alternate SW facing launch should always be considered Intermediate.
- The saddle to the right of launch is a strong venturi, as wind strength increases stay well in front of launch.

**Landing Hazards: [Describe landing areas]**

- Main paddock slopes away from the hill.
- Turbulence in thermic conditions and during early evening katabatic wind.
- Turbulence from trees in strong winds.
- Land well clear from car park.
- Safe top landing window for PG is very small. If it is strong enough to top land, it is often too strong to safely collapse your wing, especially if thermic or gusty.
- Poachers is possible for HG, but floaters might not reach and beware of powerlines.

**In Flight Hazards: [Describe typical flight areas]**

- Venturi effect north of launch.
- Powerlines across top of ridge.
- Increase distance from the ridge as the wind gets stronger is recommended.

**Site Closure Procedures:**

- Occasionally the landowner might close the site by locking the gate. In these circumstances you must speak to the landowner before entering the property.
- A Duty Pilot might close the site due to unsafe conditions, or if there is an accident:
  - All pilots in the air must proceed to land immediately if the site is closed.
  - A cross symbol on launch or landing indicates the site is closed.
  - A pilot in the air sitting out of the harness indicating with running legs is another indication the site is closed.

**Emergency Procedures:**

- In the event of an accident involving injury.
  - Call 000. Describe to the operator that the LZ location is 5.2 km along Nanima Rd from the intersection with the Barton highway.
  - Let Phil know.
  - The site must be closed in the event of any injury that involves ambulance attendance (air or ground) from the moment the ambulance is called. Contact the landowner for clearance to open the site.
  - Report the incident by phone to an ACTHPA SSO to initiate the reporting mechanism.

**Site Rules:**

- All pilots must be HGFA members.
- Drive on roads only – no driving on grassed areas including paddocks.
- 4WDs only to go up the hill, and use low range if possible.
- Parking only in carparks at launch or landing.
- Farming takes priority over flying – cattle have right of way.
- No Dogs.

**Site Recommendations:**

- Pilots should monitor the HGFA UHF frequency (472.125Mhz) while in flight for notifications.

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