



SAR a glider pilots responsibility

Darling Downs Soaring Club has a responsibility regarding SAR (Search And Rescue). If a glider pilot is missing unaccounted for by half an hour after last light then DDSC has an obligation to contact the emergency services to start the SAR process.

A glider pilot can help with this process by filling out their intended x country task/direction with the duty pilot before taking off. This can help in a SAR situation as it can narrow the search area down greatly.

If an outlanding has occurred then the pilot has a responsibility to contact the gliding club as soon as possible. Carrying some form of communication like a mobile phone is mandatory when flying cross country from the club. Some pilots have a "SPOT" communications devices and will use them. If a pilot has a "PLB" (Personal Locator Beacon) then they should activate this at last light if they have not been able to contact the club so at least the emergency services know their whereabouts.

It is standard Practice at DDSC for any pilot who is still cross country flying late in the day (e.g. 17:00) to give an "ops normal" call via radio or SPOT message so that the duty instructor is aware of the pilots position and condition. If calling on radio the message should be something like:

McCaffrey base, glider Xray Oscar Whiskey is 20 nautical miles south of Dalby ops normal.