

Lake George Geary's Gap – 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:

Geary's Gap is available for limited use, however the following needs to be understood at this time:

- we have very agitated landowners adjoining the site who do not respond well to any abusive or aggressive behaviour; and
 - as a club, if we do not work on interactions with the landowners being a positive experience for both parties, the site will eventually become non-useable due to the potential of legal action taking place.
 - Lake George is an inland soaring ridge that faces towards the east.
 - The launch is Crown land and the landing is privately owned.
 - A key to the LZ gates can be provided by the club
- Please don't contact PROPERTY OWNERS for access**
Contact the club committee for any enquiries.
- Launch: S35° 05'46" E149° 22'29": 2400' (730m) AMSL
 - LZ: S35°05'48" E149°22'37"
 - Controlled airspace starts at 4500' AMSL; see VTC for other regional airspace
 - Just over the back of the ridge airspace drops to 3500'

Site Rating: [Describe as Guidelines]

- Wind Direction: NE to SE
- Site rating is dependent on conditions. Lake George conditions can be anywhere from benign to very dangerous. Some guidelines:
 - Novice PG – Wind Gusting less than 24 kph
 - Novice HG – Wind Gusting less than 35 kph
 - Intermediate PG – Wind Gusting 22kph to 30kph
 - Intermediate HG – Wind Gusting 39kph to 46kph
 - 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 (i.e. Braidwood & Nerriga)?
 - How many other pilots are in the air?
 - Is the sea breeze coming?
 - How thermic is it?

Weather Hazards: [Describe weather information sources]

- Has the sea breeze arrived or still coming in?
- 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.

Launch Hazards: [Describe launch areas]

- Barbed wire fence to the right of launch
- Turbulence from trees in strong winds.
- Venturi effect on launch – requires good launch skills.
- Proximity to the highway
- House next to launch with horses

Landing Hazards: [Describe landing areas]

- Large open paddock with black berries close to road and fences
- Turbulence in thermic conditions on lake bed
- Strong rotor behind launch at Geary's in strong winds
- 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
- Rotor may be experienced by trees out front at Geary's
- Lake George is home to one of the largest populations of Taipan snakes. These snakes are usually a shade of brown, are highly aggressive with rectangular shaped heads and their venom is highly venomous. If bitten, seek medical assistance as a matter of urgency. A decent bite, without medical assistance can be fatal within 45 minutes.

In Flight Hazards: [Describe typical flight areas]

- A strengthening sea breeze
- Powerlines near the Weereewa lookout carpark.
- Increase distance from the ridge as the wind gets stronger is recommended.
- There have been reports of eagles both north and south of launch, causing damage to both hang gliders and paragliders.

Site Closure Procedures:

- 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 at the intersection of Federal highway with the Barton highway and Hadlow Drive.
 - 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.
 - 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.
- Parking only in carparks at launch or landing.
- No Dogs.

Site Recommendations:

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

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