

Lake George South Launch – 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:

- Lake George is an inland soaring ridge that faces towards the east.
- The South Launch is privately owned, please close the gate.

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 24kph 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]

- Power lines to the left of launch
- Model planes may be to the far right of launch
- Need to launch close to the edge to avoid rotor effects

Landing Hazards: [Describe landing areas]

- Large open paddock with black berries close to road and fences
- Turbulence in thermic conditions on lake bed
- Top landing should be to the front of the area, especially in thermic or gusty conditions
- 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 – any sea breeze in summer should be an immediate landing for PGs. Ideally, don't take off in the afternoon in summer if flying a PG.
- Powerlines near the Weereewa lookout carpark. Leave plenty of room to turn.
- 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.
- Walk to the launch from the car park and close the gate. Don't encourage sightseers.
- 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.