

CHAPTER 5.1

BASIC PROCEDURES FOR RIDGE FLYING AROUND WORCESTER

The following has been drawn up to further improve the safety of ridge flying. Please read carefully if you are to undertake any ridge flying. The procedures outlined compliment and in places supersede those previously published.

Right of way:

In terms of the Rules of the Air, the pilot with the mountain to her right has right of way – because she cannot turn to the right. So if the mountain is to your left you have to "yield" to oncoming traffic, by turning to the right. Thus the pilots heading such that the ridge is on their left have to be particularly ready to get the hell out of the way.

Communications:

Before thinking of communications, just remember that a sharp LOOK OUT is the essential thing on the ridges (after flying the ship correctly). It's no use making the correct radio calls and then colliding with a fast-approaching glider because you are looking at the radio display.

Everybody flying the ridges should be complying with TIBA (Traffic Information Broadcasts by Aircraft) procedures. Essentially, this means that under the Cape Town TMA (Eastern hemisphere) you should be on 124.8 and outside the TMA and above 1500ft AGL on 126.5. Strict TIBA says that you should switch to 124.8 below 1500ft AGL, but we are ignoring this outside the Cape Town TMA within 1500ft separation from the mountain ridges either above or to the side. Being on the same TIBA frequency means everybody will be more likely to be aware of conflicting traffic. The other traffic - general aviation - will not usually operate as close to the mountains as we do, and you will be surprised how quiet 126.5 actually is.

Compulsory radio calls:

These calls (LOUD and CLEAR) have to be made approaching within one kilometer of the compulsory checkpoint, stating call-sign and (a) direction (north / south / east / west -bound) (b) altitude and (c) distance from Worcester e.g. "*Oscar Two, Mostertshoek, north-bound, 3300ft, 23km from Worcester*". These calls are especially important when approaching a checkpoint or "corner", and should be made so as not to have the broadcast blocked by the

terrain (i.e., don't make the call when you are up a gully)!

Additionally, calls should be made:

- on permanent change of direction,
- approaching a 'blind' corner (esp. between Swellendam and George where compulsory reporting points have not been published),
- moving under or out-from-under the Cape Town TMA or,
- per TIBA, every 10 minutes or so.

If you have a GPS, please put the FAWC runway crossing in as the turn point (S33°40.100, E019°25.250) so you can report distance and bearing (true, not magnetic) to aid separation.

The compulsory (C) reporting and frequency change (F) points are as follows (in decimal format): (refer to figure 1)

- Dasklip (C)**
S32°54.302, E019°02.294
- Keeromberg (C)**
S33°36.221, E019°35.071
- Mostertshoek (C)**
S33°28.200, E019°15.237
- N1 @ Hex River (F)**
S33°34.667, E019°30.733
- Robertson spur (C)**
S33°44.195, E019°50.827
- Saronberg (C)**
S33°11.642, E019°02.483
- Swellendam "corner" (C)**
S33°57.705, E020°18.762
- Waihoek "corner" (C)**
S33°33.313, E019°17.919

Please take special note that on approaching the TMA boundary (Hex & Saronberg/Witzenberg) transmission should be made on the frequency you are departing and on the new frequency.

For the purpose of safety, principally no frequency change close to a mountain, the Witzenberg ridge (Wolsely to Tulbagh / Winterhoek berge – see the pink shaded area on the map) should also be considered ‘under’ the TMA and we would expect gliders on 124.8 on this ridge. Gliders leaving the Witzenberge ridge (i.e. to 24 rivers in the North or crossing the Tulbagh valley) should change to 126.5 over the valley, i.e., after leaving the ridge. Gliders joining the Witzenberge ridge (i.e. from 24 rivers in the North or crossing the Tulbagh valley) should change over the valley, before joining the ridge, to 124.8.

Summary:

- under the TMA eastern sector be on 124.8
- in the pink shaded area on Witzenberge, within 1500’ of the ridge be on 124.8
- within 1500’ of the ridges outside these areas be on 126.5
- otherwise observe TIBA rules.

Dasklip

Be aware that the launch point at Dasklip for hang gliders and paragliders is right at the level that gliders usually fly the ridge. This launch point should be treated in much the same way as an airfield, and it would be courteous to call them a few minutes before you intend to pass (on 126.5). The recommended minimum overhead passing altitude is 2700’ (500’ above the launch site) unless communication is established. Failing this it would be preferable to leave the ridge in advance of reaching Dasklip so as to ensure adequate separation from these craft that may choose to launch just as you pass.

Finally, don’t forget
the most important rule
about communication –

listen.

**And BEWARE of
shallow slopes.**

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