

Cape Gliding Club

Foreign Pilot Visitor Information

This document provides information to visiting pilots who intend to visit or fly at the Cape Gliding Club (CGC), located at Worcester airfield in the Western Cape Province of South Africa. This document also includes a list of documentation to be submitted to the CGC to be allowed to fly as Pilot in Command (PiC) in the Republic of South Africa.

The document includes the following sections:

- Information for visiting pilots on the Cape Gliding Club;
- Cape Gliding Club rates and fees;
- List of documents required to be submitted by each pilot;
- Pilot and aircraft information form (to be completed by each pilot).

Cape Gliding Club Information

The Cape Gliding Club is based at Worcester Airfield (FAWC), which is a registered airfield leased from the local municipality. The airfield elevation is 650 ft MSL. The main runway (15/33) is 1600m long with 500m tarred surface at each end and gravel in the middle. A gravel cross runway exists on a 12/30 orientation. Parallel to the main 15/33 runway is another gravel runway used for winch launching operations.

All gliders must make a blind radio call to the general traffic on 124,8 to inform others that a glider is about to join the circuit 2 minutes before joining circuit. All glider circuits should be commenced at 1000 feet (above ground) / 330m / 1650 AMSL, and should be on the Northern side of the airfield (this is the town side). This means a right hand circuit for RWY 33 and left hand circuit for RWY 15. Blind circuit calls to Worcester Traffic on 124,8 must be made when commencing downwind, base and finals; eg. Worcester traffic, glider golf hotel bravo joining left hand downwind runway 33.

Worcester airfield (FAWC) is situated 10km inside the Cape Town TMA. Airspace in this portion of the TMA is uncontrolled up to FL85. Outside the TMA airspace is uncontrolled up to FL145.

All communications are in English. Use 124.8 MHz below the TMA and anywhere below 1500 ft AGL, Outside the TMA (and above 1500 ft AGL) use 131.125 MHz (within the Cape Province), Within 5 nM and 2000 ft AGL of any airfield use the airfield frequency (FAWC is 124.8), monitor traffic and announce your own position and intention. Cape Town frequency is 130.05. Chat frequency is 123.4 MHz. Before entering the active runway transmit that you are entering such.

Flarm is compulsory and turnpoint and waypoint can be downloaded from <http://soaringweb.org/TP/Worcester>

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Most cross country flight is undertaken in thermal or ridge lift (or a combination), though convergence and wave also occur. Due to the formation of mountain terrain in long lines, ridge lift is common at any time of year, though its occurrence depends on the direction of the wind relative to the terrain. Winds are generally from the South East (a shallow, low-level wind) or North West (a wind which extends to great height), and both produce ridge lift. Northerly winds also produce lee-wave conditions. Thermal conditions can occur at any time of year, with any wind, but mainly between spring (September) and autumn (April). Thermal conditions are best on post-frontal days. Convergence in the Worcester valley can occur during weather and wind changes and this lift is generally formed in lines through the valley.

Worcester is located in a water scarce area and has undergone severe drought in the previous years. Water ballast may be used sparingly and it is advisable to try and recycle as much as possible. This may change if water restrictions are imposed as a result of a draught.

All visiting pilots are warned that the local Worcester / Robertson / Wolseley area is a VINE farming region, which limits the outlanding options significantly. Open areas are often covered with scrub and the terrain is very rocky. Eastward at Swellendam and northward at Tulbach, the vines give way to wheat, where outlanding options are more plentiful. NEVER land in a vineyard, bush covered field or rocky area.



Visitors may camp at the airfield, where ablution facilities and a swimming pool are available. Visitors may also use the Cape Gliding Club huts on the airfield. We have two huts available: a club bunkhouse hut which has 6 beds and a small kitchenette and space for visitors to store their clothes, and a luxury hut for two people, which includes a kitchen, lounge, shower and toilet. Private hut owners may also rent their huts to visitors.

CGC Briefing Checklist

The following briefings must be provided to each visiting pilot by the Cape Gliding Club Chief Flying Instructor (CFI) prior to first flight:

- FAWC local procedures briefing (launching, circuit, ground procedures, etc.)
- Radio procedures briefing
- Local airspace briefing
- Local weather briefing
- Outlanding briefing
- South African Air Law
- Check flight with instructor (optional)

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Joining Cape Gliding Club & Documentation Requirements

Visitors are required to be temporary members (valid for three months) of the Soaring Society of South Africa (SSSA) and Cape Gliding Club. The SSSA is the relevant Aviation Recreation Organisation (ARO), in terms of part 94 of the South African Civil Aviation Regulations 2011, which is legally allowed to oversee all gliding activities in South Africa.

Each pilot must join the Cape Gliding Club by completing the Online Membership Form on the myGlidingClub website: <http://www.myglidingclub.co.za/index.php/online-membership-form>

Each pilot must also **upload all the documents in the list below** onto myGlidingClub once they have completed the online membership application. The list of documents is required in terms of the Soaring Society of South Africa Aviation Recreation Organisation (ARO) Manual (version 6.2) and South African Civil Aviation Regulation (SA CAR's), 2011, as amended, and South African Civil Aviation Technical Standards, 2011, as amended (SA CAT's).

1. Request for Recognition of Foreign GPL Form RA-GPL09 (download this document [here](#));
2. Copy of Glider Pilot License or Student Pilot License issued by NAC or Aeroclub;
3. Copy of valid medical certificate (Class 4 or higher);
4. Copies of last 2 pages of gliding logbook;
5. Copy of passport;
6. Pilot and aircraft information form (attached to this document);
7. Cape Gliding Club Indemnity Form (attached to this document); and
8. Proof of 3rd party insurance for each aircraft.

Once all the documents are uploaded please send an email to chieflyinginstructor@cgc.org.za to notify our CFI. The license validation must be signed by the club CFI or appointed person to confirm that all the documents are correct.

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Cape Gliding Club Rates

The following fees will be payable to the Cape Gliding Club:

Soaring Society of South Africa Temporary Membership (once off)	€ 45.00
CGC Visiting Glider Pilot Temporary Membership per person per month*	€ 12.50
Facilities usage charge per person per day	€ 9.00
Facilities usage charge per student / SportSoldier per day	€ 4.50
Airfield usage charge per glider per day	€ 17.50
Club bunkhouse hut per day (up to 6 pax)	€ 3.50
Club luxury hut per day	€ 17.50
Aerotow Sling per minute	€ 3.50
Aerotow Rotax Falke per minute	€ 2.50
Club glider hire per minute	€ 0.25

The prices above includes South African tax (VAT) of 15%.

The Cape Gliding Club will issue a tax invoice upon completion of your visit. Invoices must be paid in South African Rand (ZAR) within 30 days and will be subject to the Euro Rand exchange rate on the date of payment.

CGC Payment Details:

Bank: ABSA Bank Limited

Account Name: Cape Gliding Club

Account Number: 1219500609

Swift code: ABSAZAJJ - (add CCT if more digits required)

Sort code: ZA632005

Account Type: Current/Cheque Account

IBAN: ZA6320051219500609 – (NOT USED IN SOUTH AFRICA)

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Pilot and Aircraft Information Form

Pilot Information

Name: _____

Nationality: _____

Gliding Club: _____

FAI Competitors License OR GPL number: _____

Expiry date / renewal date of license: _____

Contact Details

Email: _____

Mobile: _____

In case of emergency contact: _____

Contact details: _____

Any relevant medical conditions / allergies: _____

Aircraft Information

Glider Type: _____ Registration Number: _____

Contest/Tail Number: _____ Authority to Fly expiry date: _____

I, _____, hereby undertake to fly according to the rules and procedures in place at Cape Gliding Club, operating out of Worcester Airfield (FAWC). I also understand that the expiry of my foreign license validation is **90 days** from the approval date below or upon the expiry of my foreign license, whichever comes first.

Signed at _____ (place) on _____ (date)

Signature: _____

APPROVED BY: _____ SIGNATURE: _____ DATE: _____

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Cape Gliding Club Indemnity Form

1. I, the undersigned _____ irrevocably indemnify the Soaring Society of South Africa, the Aero Club of South Africa, Cape Gliding Club and its agents from any claim I, my heirs or estate may have arising out of any injury to myself or caused by myself or my death as a result of flying from or using the facilities provided at FAWC.

2. I declare that I comply with all the legal and currency requirements for piloting a glider in my country of origin and in South Africa.

3. I declare that my glider (registration _____ and call sign _____ conforms to all airworthiness requirements.

4. The glider is insured by _____ for Third Party cover to the value of _____

Signed at _____ (place) on _____ (date)

Signature: _____

Witness 1: _____

Signature: _____

Witness 2: _____

Signature: _____

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