

# Cape Gliding Club

## Foreign Pilot Visitor Information

### 2019/2020 Summer

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 club operates on weekends and public holidays with the assistance of volunteer club members. Typically the normal club duty roster finishes in the middle of December and commences in the new during the first weekend of February.

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>

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.

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)



## ***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>**

After joining the club using myGlidingClub, then each person must submit certain documents, depending on what glider you will be flying (i.e. either German or South African glider).

If you will be flying a German glider with a German license or any other UE-FCL licence, then you need to upload the following documents to myGlidingClub:

1. Copy of Glider Pilot License or Student Pilot License issued by NAC or Aeroclub;
2. Copy of valid medical certificate (Class 4 or higher);
3. Copies of last 4 pages of gliding logbook;
4. Copy of passport;
5. Pilot and aircraft information form (filled out page 5 of the attached document);
6. Cape Gliding Club Indemnity Form (filled out page 6 of the attached document); and
7. Proof of 3rd party insurance for each aircraft.

If you will be flying a RSA registered glider or aircraft (ZS, ZU or ZT) glider with a German licence, then you need to apply for a 28-day validation of your foreign glider pilot license (i.e. any non South African license):

- 1) Complete attached CA61.01.15 application form. If you will be flying more than 28 days you need to fill in 2 application forms. Please make sure you comply with requirements numbers 2, 5 and 6 listed in the form.
- 2) Certify all documents.
- 3) Scan and email your completed application and supporting documents to [nicky@pointacad.com](mailto:nicky@pointacad.com) no later than 60 days prior to the date of your first flight. Nicky will then forward your application to South African Civil Aviation Authority (SACAA), who will verify with your authority (e.g. LBA) to make sure all the documentation is valid and to confirm your license validity.
- 4) After you have sent Nicky your scanned copies, then you need to mail the original documents to Nicky via DHL with a tracking number. Please send to: Nicky Oberhofer, 10 General Chris Muller Crescent, Welgelegen, CapeTown, 7500, South Africa
- 5) After arriving in SA, do a competency flight check and receive a briefing covering local radio procedures, Air Law aspects, airspace and density altitude (will be done by one of our instructors prior to your first flight).



## *Cape Gliding Club Rates*

The following fees are applicable for the 2019/20 Summer Season and will be payable to the Cape Gliding Club:

Description			2019 EUR Rate
Membership	SSSA	Soaring Society of South Africa temporary membership (once off)	€ 45.00
	CGC	Cape Gliding Club Visiting Glider Pilot Temporary Membership per month (or part thereof)	€ 15.00
Airfield & Facilities Usage	CGC	Airfield Usage charge per glider per day	€ 19.25
		Facilities usage charge per day per person (non-student)	€ 9.90
		Facilities usage charge per day per person (student)	€ 4.95
		Club bunkhouse hut per day (up to 6 pax)	€ 3.85
		Club luxury hut per day (2 pax max, includes a kitchen, lounge, shower and toilet)	€ 19.25
Flying Rates	Tug	Aerotow launch per minute (minimum charge 10 minutes)	€ 3.85
	Launch Charge	Per glider per launch (this rate applies to visitors and CGC members on days when there is no CGC tug pilot on duty, as part of normal club duty roster)	€ 7.00
	Glider	Club glider rental per minute	€ 0.30

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)



## *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: \_\_\_\_\_



## *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: \_\_\_\_\_

