

CHAPTER 1.

INTRODUCTION TO THE CAPE GLIDING CLUB

History of the Club:

Welcome to the Cape Gliding Club. The present Cape Gliding Club was re established after World War II in 1949. The pre-war club had dissolved and many of the aircraft had disappeared. A meeting of interested people was held at the White House Hotel in Cape Town in July 1949 at which the Cape Gliding Club was restarted. Flying only began in December of that year. The club flew first near Koelenhof on the Bottlarey road. Subsequently the club moved fairly briefly to Fisantekraal farm where it was based for about 10 months. The next move was to Fisantekraal aerodrome in March 1952. This aerodrome was the club's base of operation from 1952 until the club moved to Worcester. This move was completed in 1988 and Worcester has remained our base since that time. The club had never expected to be permanently at Fisantekraal and when the club hangar was designed and built the construction was such that it was moveable. The current club hangar is the original that was erected at Fisantekraal.

The Present:

The club now has a comprehensive fleet of gliders that include basic training two-seaters, and an advanced training two-seater. In addition the club provides a number of single-seater gliders for the solo pilots. You will also see a number, currently over 30, of privately owned high performance and also self-launching gliders that are based at the club.

The club operates a winch. This is a cheap and effective launch method that is widely used throughout the world. The winch provides an ideal launch method for the student who wishes to practise circuits and landings at a very reasonable price. A

winch rating is also valuable to the pilot who may wish to visit other clubs where all flying is by winch launch. The winch is also good fun and an enjoyable form of team work.

On the ground the needs of pilots and friends and families are taken care of by a club house with a kitchen area, a bar and a braai area, an ablution block with hot showers and a swimming pool.

It is clear that there is a great deal of effort needed to maintain all these gliders and facilities. All volunteers are very welcome and indeed, members are all expected to help, not only with maintenance and repairs, but to assist in any way they can.

The club is managed by the Committee which consists of the Chairman, Secretary and Treasurer, the Chief Flying Instructor (CFI) is an ex officio member of the committee and there are 4 additional committee members. The members of the committee are elected at the AGM and, with the exception of the Secretary, Treasurer and CFI, may not serve for more than 2 years. Any problems that you experience in the club should be discussed with the appropriate committee member in the first instance. The details of the committee and all the club structures are set out in the constitution.

Flying is taken care of by the CFI helped by a Flying Panel of experienced instructors and the Chief Tug Pilot. There is a team of instructors and a number of tug pilots. The instructors are rostered and there are always at least two instructors on duty to ensure safety and to teach the pupil pilots. PAX rated pilots take passengers for rides.

Our Safety Policy.

Since the beginning of club flying in 1949 the Cape Gliding Club has earned a reputation for safe flying. Safety has to be earned by hard work, care, and diligence. The pilot must always set him or herself the highest possible safety standard. This book documents the rules and regulations governing flying at the Cape Gliding Club as well as a lot of further information designed to ensure safe flying for you and all the members of the club as well as other members of the aviation community. The club has always approached the issue of rules by attempting to have the minimum rules consistent with good airmanship, and safety. The club is always anxious for the safety of its members as well as the equipment and facilities, and to this end endeavours to provide the best possible training in not only the practical but also the theoretical aspects of gliding and soaring.

1) Safety training for pilots.

This programme is a continuing one that involves members at all levels of experience. The following aspects of safety are addressed in this programme.

1.1) A series of **rules and regulations** governing the conduct of all flying operations is provided. Many of these rules are statements of common sense, or of common courtesy to your fellow club members. However some of the rules are not quite so simple.

1.1.1) We **share airspace** with other gliders, power aircraft, balloons helicopters and the big jets. The airspace rules are described elsewhere in this book, but it is essential to be fully aware of the rules regarding airspace and the rights of way. Some of the standard right of way rules are modified when gliders meet, on a ridge for example, and these modifications must also be known and understood.

1.2) The gliders are simple mechanical devices and since we are to trust our lives to them it is important to check the glider before flight. There are three basic sets of

equipment checks that are performed on gliders.

1.2.1) The **Annual Inspection**. (under SA-CATS Regulations).

This is a prolonged and detailed inspection carried out using a detailed proforma. This inspection takes almost a full day if everything is in order and no additional work is required. A qualified person who is approved as qualified usually after a formal training course run by the Soaring Society of SA. (Approved person or AP) carries out this formal inspection. The completed inspection sheet is submitted to the Soaring Society of SA. The inspector is usually a club member who has the necessary knowledge and experience. There are a number of such members in the club. (see Appendix (x)).

1.2.2) Secondly each day before we fly the glider undergoes a **daily inspection (DI)**. All members are trained to carry out a DI. The DI is performed and signed off in a book provided in each club glider. For the training gliders the pupils are taught to perform the DI but the duty instructor always checks and countersigns for the DI.

1.2.3) Thirdly before take-off a pre flight **walk about inspection** is done and the pre take-off checks are completed by the pilot(s) once they are strapped into the glider. These pre take-off checks are among the first things that the pupil learns.

1.3) **Medical requirements** for glider pilots. All pilots are obliged to undergo a medical examination periodically. The period varies depending upon the age of the pilot. Pupil pilots must have undergone and passed a medical examination before being allowed to fly solo. New regulations governing medical standards are likely to be promulgated in 1999.

1.4) All pilots should expect to undergo **flight checks** from time to time. Ongoing safety education is a vital part of club

activities.

1.4.1) After the first solo the pilot **remains a student** until the Glider Pilots license (GPL) is completed. For the first 10 or so flights the pupil remains “**on checks**”. That is (s)he may not fly without the duty instructors approval and will have frequent checks until such time as (s)he is cleared solo.

1.4.1) **The Annual Check.** All club pilots from the most experienced to the least experienced are expected to undergo an Annual flying check. The duty instructor performs the check flight. Instructors are not exempt from the requirement for an annual check, in fact they are subject to a stringent check flight by a member of the Flying panel. The annual check requires the pilot to demonstrate proficiency at a number of flight manoeuvres as well as a review of some theoretical safety aspects. A pilot is given one months grace before being grounded if the Annual Check is not undergone.

1.4.2) **Currency Checks.** A check flight is required if a solo student has not flown for 4 weeks and a licensed pilot is required to have a check if he has not flown for 3 months.

1.5) The club organises **Safety Seminars** from time to time. There are usually at least two per year. Attendance at these is strongly recommended to all members.

1.6) **Accidents & Incidents.** An accident results in damage or injury, while an incident has the potential to do so but no damage occurs.

The Soaring Society requires obligatory reporting of ALL accidents, while incident reporting is voluntary. It is *club policy* that all incidents must be reported, even those that are seemingly trivial. The reason for this is that an incident reported may prevent a similar event becoming an accident. Accident and incident forms are available in the clubhouse, on the SSSA website and also included here in Appendices (i) (h) and (j). In the event of

an accident or incident should be completed and sent to the **Safety Officer**. All members are encouraged to report any event that may be of concern from a safety standpoint including mechanical problems or safety issues in the air or on the ground. The inexperienced pilot is advised to discuss this with a senior member before reporting but this is not obligatory. The safety officer will investigate the incident and take the necessary follow up action.

2). Emergencies.

Emergencies may occur and we all need to be aware of the correct actions to be taken in such circumstances. Usually the instructor on duty will take the appropriate actions. Everybody should be willing to assist to the best of their ability.

2.1) The club has a very comprehensive **First Aid kit** which is kept in the clubhouse.

2.2) **Fire extinguishers** are provided at the launch point, in the hangar and the clubhouse as well as the fuel bay. Be aware of where they are kept and how to use them.

2.3) The **telephone numbers** of the Fire services, Ambulance and Police are prominently displayed above the telephone in the clubhouse. These numbers are programmed into the telephone as toll free numbers.

3) Tugging and Winching.

The necessary information for tug pilots and winch drivers is to be found elsewhere in this publication. It is essential for all tug pilots and winch drivers to be fully conversant with emergency signals, emergency actions and all safety aspects of the respective launching methods. *(Mike Pascoe)*

4) Student Mentorship Program.

Our typical instruction routine revolves

around giving the pupil a lesson in the air. There may be time for a quick post flight de-briefing and hopefully (but not always) a pre-flight briefing. However a lot of learning can, and should take place on the ground. We have tools like log books with training sheets, Cloudbase, and our post solo training program to look after these aspects. Unfortunately up to now this has been an “open loop” system. The information is put out there, but there is no follow-up to see if it has been useful.

The objective of the mentorship program is to identify gaps in our training program and to close those gaps. Every student is different and has different requirements on an individual level. It is hoped that more experienced pilots who wish to complete badges, fly cross country or work towards becoming instructor can benefit from this program, so the program also includes post-solo pupils up to GPL level.

The mentorship program **does not** imply that pupils will be assigned to certain instructors. Our duty instructors will remain responsible for instruction on any particular flying day. While pupils may fly with their mentors from time to time, this is not an objective of the program. (*Ian Forbes*)

THE WORCESTER AIRFIELD – WHAT’S IT ALL ABOUT?

The Airfield:

Worcester Airfield is a registered municipal airfield owned by the municipality of Worcester. It is leased to the Worcester Vliegklub.

Airfield matters are controlled primarily by the Worcester Vliegklub but also by a Joint Airfield Committee comprised of nominated members from both clubs.

The cost for most airfield maintenance, cost for electricity, and cost for water is borne by the Cape Gliding Club.

A certain amount of free irrigation water is provided by the municipality.

Funds for items such as runway lighting maintenance and windsock maintenance are provided by the municipality but little else.

Buildings on the airfield:

All buildings on the airfield are privately owned and subject to the conditions of the main lease between the Worcester Vliegklub and the municipality.

Buildings on the airfield exist there at the pleasure of the municipality and have to be removed by the owners (including the foundations) within a stipulated period of time without compensation, should the lease be cancelled.

The clubhouse is the property of the Worcester Vliegklub and a portion is rented out on a monthly basis to the Gliding Club.

Insurance of this, as well as the buildings owned by the Gliding Club is arranged by the treasurer and paid for by the Gliding Club.

The ablution building and sewerage system is the property of the Gliding Club.

The swimming pool was installed by the Gliding Club and belongs to it, though any airfield users and their guests may use it.

The fuel dispensing facility is the property of a Worcester Vliegklub syndicate called “*Die Propswaaier Trust*”.

The fuel facility is operated mainly by a Gliding Club member who receives a fee for providing this continuous service.

The long wood-and-iron glider-and-tug hangar, the winch hangar and the open trailer hangar are all owned by the Gliding Club.

All huts are privately owned and subject to the main lease as well as sub-leases.

Caravan sites are subject to sub-leases.

Annual payments are due to the Gliding Club by hut owners based on a rate per cubic volume.

Additional payments by hut and caravan owners are, in certain circumstances, due to the Gliding Club according to the approved tariff, or when improvements are required (as with the electricity reticulation extensions).

Huts and caravans may be freely traded among members but must be sold/relinquished/removed when a member resigns from the club.

A caravan site is NOT part and parcel with the occupying caravan.

A caravan site is not traded with the caravan unless approved by the Gliding Club committee FIRST, subject to the waiting list.

Sites for new huts may be made available from time to time with approval from Joint Airfield Committee and subject to a waiting list.

The above conditions apply equally to hangars, except that the annual payments are

based on square metre coverage.

Water, electricity and sewerage services to huts and hangars are installed at the owner's expense and only with the approval of the Joint Airfield Committee.

Each year the Gliding Club arranges a "maintenance day" on the airfield at which ALL members are expected to participate without exception.

Maintenance is also undertaken during the year on an ad-hoc basis by members.

The garden is maintained by a garden service paid by the Gliding Club.

The refuse is collected when necessary by a private contractor paid by the Gliding Club.

The ablution building and clubhouse are serviced by a resident member who receives a monthly fee for this work.

The Gliding Club bar is also operated by a resident member for which he receives 50% of the profits generated, the remainder going to the Club.

The Vliegklub bar is open to Gliding Club members and vice versa. Gliding Club members are expected to support their own club bar.

Please exercise courtesy and be helpful to other airfield users at all times.

Peter Wooley

WHO IS THE SSSA (Soaring Society of South Africa) and what is an ARO?

As glider pilots we are required by law to belong to an 'Air Recreation Organization' (ARO) that has been approved by the CAA.

In one way or another the soaring movement and other aviation disciplines have interacted with the civil aviation authorities either directly or collectively through the "Aero Club of South Africa".

Although we are affiliated to the Aero Club, who assist us, and other disciplines', in interacting with the "national sporting bodies" and the International FAI and other "macro" issues, we have been 'delegated' the authority by the CAA (Civil Aviation Authority) to administer 'gliding / soaring' in all its aspects, including 'motor gliding', in South Africa. This process is called an ARO Certificate which is a two year renewable

contract with CAA and is in fact our approved 'Manual of Procedure'

The ARO document is a "living document" and amendments can be expected as needed.

The soaring movement in South Africa is united under the umbrella of the SSSA which is a non-profit organization constituted by the members and consisting of a Board of Directors which are the incumbent Chairman of all the clubs.

These clubs in turn elect a chairman and an Executive Committee – (EXCO). This committee meets on a regular basis to carry out the policy of the SSSA as determined from time to time and as contained in our ARO Document. An Annual General Meeting is held towards the end of August every year at which the contract between the members and the society is discussed and or amended and approved including its fiscal policies.

The Chairman of the clubs are entrusted to communicate the decisions and policy's decided upon at this meeting and other meetings to their members. All minutes of all meetings are available through this channel to all members.

As a member the ARO Document is available to you and can be downloaded from the SSSA Website. You are urged to do this for your own edification.

Your club chairman and SSSA Executive welcome your input as a member, and invite you to comment on our society and its practices. (*Dave Mortimer - Chairman SSSA*)

KEEPING IN TOUCH.

The club has a number of e-mail lists. The lists are managed by Ian Forbes and their hosting is sponsored by Zomerlust Systems Design.

CGC News: This is a "moderated" low volume e-mail list. All members are encouraged to subscribe. You will receive news of coming events, the Krautkoerant, Telephone List, Duty Rosters, SSSA EXCO Minutes, CGC Committee Minutes, etc, etc. To subscribe, contact Ian Forbes, Andre Leeb-du Toit or Peter Wooley. If you post to this list it will come to one of the moderators for Authorization. You can also forward directly to A.L-du Toit. If considered appropriate it will be posted on the News List, otherwise the

Discuss List.

CGC Discuss: This is a discussion group where you can post your comments and views. It is not moderated and membership is optional but you must be subscribed to the list in order to post messages to the list. Sven Olivier uses this list to distribute his unofficial but very useful weather forecasts. No slanderous posting please! To subscribe go to: <http://lists.zsd.co.za/mailman/listinfo/cgcdiscuss> and follow the instructions.

CGC Instug: This is a closed list for Instructors and Tug Pilots to discuss instructional and tugging matters. Membership of this list is controlled by the CFI.

Wiki Website: Here changes can be made to the Duty Roster.

Website – www.cgc.org.za

This is useful for visitors where most information relating to the club can be found. The Duty Rosters and the Krautkoerant (past numbers going back to October 1995) appear including flight-times back to Dec. 2001.

NOTES