

CHAPTER 2

RULES AND REGULATIONS

CLUB AND FLYING REGULATIONS

1. The Duty Instructor is in **full charge of flying operations** with a Duty Pilot as his deputy to organise and regulate ground operations. The tug-pilot is responsible for the tug aircraft under all circumstances.
2. Each day before flying, the glider must undergo a **Daily Inspection (D.I)** and the appropriate D.I. book must be signed. The D.I. for trainer gliders must be countersigned by an Instructor.
3. Before flying commences the Duty Instructor should call a **pre-flying meeting** between the Tug Pilots, the Duty Pilots and the Instructors to discuss the days procedures.
4. **Flying** (at any time) involving Club equipment **may only take place** when an Instructor, or a member appointed as O/C Flying is present. Pilots with a GPL may fly without an Instructor or O/C present but must have authorisation from the CFI or Chairman to use club equipment on a non-club flying day.
5. Flying at Worcester airfield (FAWC) is permitted to **below FL 85** without contact with Cape Town Approach. No flight may proceed **above FL 85** without permission from Cape Town Approach.
6. **Blind calls** on 124,8 MHz must be made as follows: - a) Prior to a winch launch. – *“Worcester Traffic- GHB about to winch launch –runway 33 Worcester”*, b) entering the runway for an aerotow-*“Worcester Traffic this is glider ZS-GHB pushing on and lining up on Runway 33”*, c) when approaching the Circuit Area-*“joining Downwind in approx 2 minutes.”*, d) Downwind, e) Base and f) Final Approach – include *“Wheel/Gear down and locked”*), on joining traffic on Victoria Peak- *“ Traffic in the Vic Peak area – Hotel Bravo joining at 3400”*. The airfield name must be mentioned along with the glider registration. It is optional at any other time to use the prefix “Glider”. *“Worcester Traffic - Glider Golf Oscar Kilo ”*
7. Usually the **circuit direction** at FAWC is as listed below, however safety considerations will override the rule from time to time. When flying is on RNY 33 Gliders do RH circuits and Power A/C LH circuits. When operating from RNY 15 Gliders do LH circuits and Power A/C RH circuits. This is **intended** to keep power traffic from flying over the town. Motor Gliders to do a "glider" circuit.
8. Cars and motorcycles or dogs are **not allowed on the runways**. The only exception is for a vehicle towing a glider.
9. Drive on the town side of the taxiway and **stop** before crossing RNY 12- 30 (**the cross runway**).

- CFI / CTP / CDP, as appropriate, of such arrangements **well before their day of duty**.
10. **Aircraft may not take off** unless the runway ahead is clear of other aircraft, people, cars, or any other obstruction. Gliders are to be parked at least 50 metres away from the runway centre line.
 11. Gliders are to be **ready for take-off**, but not pushed out onto the runway until the tug has landed after the previous launch. Delay whilst preparing for take-off is at the glider pilot's expense unless such delay is caused by a crowded circuit. Duty pilot to exercise his / her discretion.
 12. The **tug signaller** for take-off is to stand well ahead of the tug and well to the side of the runway. Only members who have experience with take-off signals may perform this duty. New members to be briefed by the Instructor or a suitably qualified pilot.
 13. Unless **sufficient assistance** is available for safe ground handling the Duty Pilot or Instructor will **STOP** all flying. This is to avoid damage to the gliders.
 14. Flying will be on the basis of **“first come, first fly”**, as well as **being subject to rules which prevail regarding the daily list compilation**. Lists will close at 14h00 on all flying days.
 15. **Starting times** for all flying days is 09h00. Gliders to be made ready to eliminate delays.
 16. Instructors, Duty & Tug pilots, if **unable to carry out their duties**, are required to arrange a replacement, and to inform the
 17. It is mandatory for all pilots to maintain an **up-to-date Glider Pilot Logbook**.
 18. Pupils must carry an **up-to-date Pupil's Logbook** at all times.
 19. Club aircraft may not be used for **flights longer than specified** by the Flying Panel. The whole flight will be charged at double rate after 10 minute's grace beyond the permitted limit. Special arrangements may be made with the approval of the Duty Instructor prior to the flight. Radio unserviceability is not an acceptable reason for an over limit flight. Badge flying takes precedence **over other flights**.
 20. **Thermalling** below 800 ft agl is **DANGEROUS** and is prohibited.
 21. An **aerobatic endorsement** is available and will be issued by **an aerobatic instructor** after appropriate training and practise. This endorsement is to be signed in the pilot's logbook.
 22. **Flight plan and retrieve arrangements** for cross-country flights must be given to the Duty Instructor for approval before launch whenever Club gliders are involved. Beyond gliding range of the airfield is regarded as cross-country. When a pilot becomes aware that he cannot reach base-leg for a runway at the airfield at 500 ft agl then an outlanding must be planned while sufficient altitude remains to do so safely.

23. Each glider must carry an up-to-date one-million or half-million scale **Aeronautical chart**. Pilots must acquaint themselves with all **Airspace and ATC** requirements applicable to FAWC and surrounding areas.
24. On a day of good soaring weather, **Badge flights** will be given preference over other flying. Badge flying is actively encouraged by the Flying Panel.
25. No flights may be made over 13000 ft without **oxygen**. Barographs **or loggers must be** carried on all high-altitude flights.
26. **Passengers** are not permitted in the tug during aerotow.
27. Tug aircraft must not **attempt to thermal** at any time unless requested to do so by the glider pilot.
28. Tug pilots must complete flight **folios and fuel books**.
29. The use of **parachutes is compulsory** in all aircraft operating under the Club's control, with the exception of the tug and motorised gliders.
30. The tug pilot may request glider registration by radio before take-off. Glider pilot to reply with registration only. **Unnecessary radio transmission** not permitted. No radio transmission **may occur** between tug and glider on releasing.
31. All pilots must undergo an **Annual Flight test** with an Instructor using the prescribed form, and have an appropriate log book endorsement. This Annual Check forms the basis for the Glider Pilots Licence renewal. Pilots over 70 years of age require a bi-annual check.
32. A pilot who has a Silver 'C' and has not flown a glider for **three months** or more must have at least one flight test with an Instructor, and his log book must be endorsed. A non-Silver 'C' pilot who has not flown for **one month** needs to have a check flight. Once the flight test(s) has been satisfactorily completed the pilot may again fly solo. **Syndicate pilots** are **not** exempt from this rule
33. Before being allowed to **fly cross-country**, a pilot must have had a minimum of four solo launches during the three months preceding the proposed flight.
34. Before **first solo**, each pilot must:
 1. Pass a **Class 4** flight medical or medical of the required class, and present evidence on the prescribed SSSA Medical Form to the C.F.I.
 2. Have passed the examination for the R.T. licence, and have the result endorsed in his log book, and to have made application for the R.T. Licence.
 3. To have passed the examination on Rules and Regulations.
 4. Pass a flight test with the CFI / ACFI.
 5. Have requirements 1-3 above endorsed by the CFI / ACFI in his log-book prior to the flight test.
35. **'Air Introduction' rated pilots** must:
 - Have a valid medical for passenger flying.

- May fly from the rear seat if a rear seat ‘Air Introduction’ rating has been issued and
- Signed in the log book.
- Remove the stick from the back seat unless a current solo pilot of the Cape Gliding Club is in the back seat.

36. Pilots must have a current **Class 4** Medical, or medical of the required class, at all times. This must be renewed, as prescribed by the SSSA, with respect to pilot’s age.

37. Each pilot is rated by the CFI / Flying panel. A **pilot’s rating** is recorded in the Members Record Database kept in the Start Wagon. If a pilot is de-rated or his rating is proscribed (for example, by lack of medical) with his knowledge, he may not exercise the privileges

of his rating merely because it appears in the database.

38. All pilots are expected to **remain at the airfield** until the hangar doors are closed after flying. No member should leave the site of operations without advising the duty pilot of his intentions.

39. **Accounts** are expected to be in Credit at all times. The Committee reserves the right to ground members if their account is not in credit.

Note: The club rules must be read in conjunction with the Operator’s Handbook for Gliders in the RSA, and in conformity with the Air Navigation Regulations.

“RIGHT-OF-WAY” RULES OF THE AIR

General Order:	Balloons, Gliders, Tow-plane, Power Aircraft
Take-off:	Aircraft on the ground must yield to landing aircraft
Landing:	Lower aircraft has right of way. No under cutting.
Converging:	The aircraft which has the other on it’s right must give way.
Head on:	Both aircraft turn right except on the ridge when the glider with the ridge on it’s right has right of way.
Overtaking:	The aircraft to be overtaken must be passed on the right except in ridge soaring overtake on the downwind side (i.e. between the glider and the ridge).
Thermalling:	The glider first in the thermal governs the direction of turn.