



# **GARIEP DAM GLIDING CLUB**

## **PROCEDURES**

**2016 / 2017**

## GARIEP DAM GLIDING CLUB PROCEDURES - PAGE 1

**Please acquaint yourself with the following procedures :**

1. Pilots must have a valid licence and be current in the glider and launch method that they will be using. Pilots who have not yet completed their licence must obtain clearance from a nominated instructor prior to each flight, and must have permission to fly at Gariep from their club CFI and the Gariep CFI. Foreign pilots flying at Gariep must obtain a South African validation from the appointed validation officer.
2. Pilots must comply with the safety and operating requirements prescribed by the camp CFI / director or nominee.
3. Radio calls must be made prior to entering to entering a runway, launching or landing. When take-offs are occurring on runway 10 or 15, do not enter the runway until there is radio acknowledgement to proceed at your own discretion. Likewise do not launch on runways 10 or 15 unless you are certain that it is clear to do so. FAHV is a registered and active airfield at all times although privately owned.
4. Gliders must be parked along the apron or taxiway, far enough away from the tarmac to allow long wing span gliders to make an emergency landing on the taxiway in strong cross winds. Park **either side of a water tap**, so that **your neighbour** has access to it, also please **tie down** very securely.
5. Gliders are to be removed from the runway after landing as soon as possible. If you know that you are being followed in the circuit, land deep or arrange to pull off immediately at the taxiway entrance. Note with long wingspan gliders it is advised to keep the glider wing tip on the tarmac as the edges of the runway will damage the underside of your wing, therefore land slightly off the centre line in order to keep one wingtip within the edges of tarmac and the other well above the smooth grass.
6. Provided weather conditions permit, motorised gliders should launch on runway 28/10 which is 1311m long, and climb out is to be on the town side if possible. Aero tows should be from 33/15, which is 1128m long, with circuits on the ridge side. Note that the two runways 10 and 15 converge, and therefore you must check prior to rolling that another launch is not simultaneously occurring on the other runway. **After takeoff turn away from the airfield centreline.**

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If the start point for the motorised gliders is congested, single seater motor gliders may back track on the aerotow runway, immediately after an aerotow has departed. This glider should park off the side of the runway until the tow plane has landed, and may line up for immediate launch after the aerotow has departed, turning out in the same direction as the aerotows from that runway and ensure it is safe for an emergency landing for the conditions of that day.

- 7 The airfield co-ordinates are : **S 30 33' 42 »**  
**E 025 31' 46 »**  
**Alt 4176ft (1273m)**

The GOOGLE view of our airfield is usefull.

For starts and finishes, the terminal building is to be used. In the interests of safety , please advise when you are starting at 1000 agl with a logger. No finishes below 20m for 'beat ups' (fly pass). It is required that you are cleared by the **ground control** and that you made it also known to the traffic over the airfield.

**Fly past only down the runways or taxiway not over crowds, please.**

- 8 Aerotow Procedures :

All gliders requiring an aerotow are to be parked on the side, off the runway in the parking areas near the thresholds. **No** glider is to be parked on the runway, unless it is preparing for takeoff. The first glider for takeoff will be the glider parked at the most upwind position of the queue. Successive gliders must be parked as tightly as possible, to conserve space. If you arrive first, park your glider as close to the threshold as possible, you could be last to launch. Such a procedure will allow gliders to be towed on the runway past already parked gliders, and will keep the runway clear for the landing tug and its tow rope. You may be pushed onto the runway and lined up, if there are sufficient helpers. You are to be seated ready for takeoff before the tug returns on the runway for you. Please as crew to assist with your launch. Only properly briefed or experienced persons may run a wing tip at the launch point.

Heavy two seaters to be lined up and parked at the extreme end of the runway before launch, to obtain maximum runway length. Pilots wishing to fly long tasks are to be allowed to launch before those wanting to fly locally. However, these long distance pilots should be at the launch parking area early.

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If the runway is blocked and landing traffic approaches, the runway must be cleared immediately. Please assist the pilot if you see them having difficulties moving their gliders off the runway. Landing above lined up gliders may be allowed.

Pilots are requested to pump their tyres to maximum allowed pressure in order to achieve the shortest possible takeoff roll.

The tow pilot will record the height of the launch at release and announce it to the time keeper. You are required to radio your call sign, water ballast, required speed before departure. The time keeper will keep time from take off to touch down and charge accordingly verified with altitude.

The wing runner will use standard hand signals for take-up slack and all out. Low tow position is best (however those comfortable with normal tow position are accommodated) and assumed during the initial climb out, just below the wake of the tow plane (you should just feel a small amount of trembling from the wake. **DO NOT** fly in a very low tow position. Release is to occur with tight rope in low or normal tow position. An aerotow combination has right of way over a self-launching glider.

The tow plane will either land on the safe side of parked gliders and drop the rope or it will approach to drop the rope on the live side well ahead and above the trailing rope height to effect the rope drop this can in some circumstances be safer and quicker. It will in this case land over the parked gliders. At briefing we will determine this. On calm wind days the process is reversed and the tug lands towards the parked gliders.

### 9 Self launch procedures :

Small gliders should initially park diagonally off the side of the runway. If you do not want to park on the side of the runway, and there is not enough space for another glider to manoeuvre around to the back of the queue, please do not expect to launch first. Once you are parked on the runway, please proceed with the launch as soon as possible, to avoid delaying others who wish to enter the runway. If the other runway is blocked and landing traffic approaches, the runway must be cleared immediately. You are required to radio your call sign when you start your takeoff roll.

- 10 Cars should park away from the runway sides or taxiway and apron areas, and should only enter the runway with caution when towing a glider. There are tracks down the sides of the runway for cars and please drive slowly. Please request permission if you require to use the runway.

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11 During thermalling please keep your eyes out of the cockpit. Circuit height is +/- 300m agl or 1000ft agl and circuit direction is left hand for runway 28/33 or right hand for runway 10/15. When returning to the airfield, completed **‘Gariep Traffic ‘AT2’ 10 minutes out’** on 124,8. All circuits are done parallel from runway 10 and 28. Remember, in the circuit call us **‘Left or Right Hand Down Wind for runway XX’**, **‘Base Leg for runway XX’** and **‘Finals for XX’**. NB : and that runway **28/33** converges (crosses) for **Final Approach**. Please confirm your gear is down and locked ! best on downwind.

12 **High Density Altitude !!! High winds and High turbulence prevail**

13 **Runway emergencies :**

Clear the runways immediately of all tugs and gliders and in the event of a strong crosswind, the taxiway and apron is an emergency runway and is used to land on. Refer google video re taxiway landings. See Notice Board in the clubhouse for more info.

14 All pilots are to attend the briefing in the club house every morning at 09.00. Contact the CFI before flying, if a briefing is missed.

15 After briefing, please enter your proposed task or intentions on the Flight Log at the club house. If you forget, we will request it before takeoff roll. Club personnel will record the launch and landing times. The Flight Log will be used for search and rescue purposes, statistics and ensuring that all Aerokurier OLC claims are made. Therefore please confirm completion of your task by the next briefing.

16 Airspace procedures :

(See latest AIRAC AIP SUPPLEMENT for details)

The Gariep Dam Gliding Club’s general flying areas are shown on the maps provided. See map in the briefing room and update yours accordingly. Gliders may fly up to FL 195, sunrise to sunset, when in uncontrolled airspace (Class G) and more than 10NM (20km) from uncontrolled airspace. Note that under the Bloemfontein CTA, under airways and under certain climb out areas, this ceiling is reduced to FL 145, FL 110, FL 105 or lower. See map for details.

‘One airway was moved. W81 was moved between BLV and PEV over Bethulie, not over Burgersdorp anymore.

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There will be no Flexible usage of airspace this season as all the air routes have been made FL 145 instead of FL 125 with the exception of within 45nm of BLV and KLV to allow for descent and climb of IFR traffic.

After leaving the circuit, pilots must set their altimeters to 1013mb. Foreign gliders equipped with metric altimeters only, are to note conversions are required. Gliders equipped with transponders must use them when requested by ATC.

Prior to first takeoff, preferably 09h30 local, or at least 30 minutes before any gliders launch, the gliding operations, nominee must call Johannesburg Area Control Centre (011 928 6454) and the call logged on the daily Flight Log. Should telephonic communication not be possible, Johannesburg Central should be contacted from overhead of Gariep on 120.3 MHz.

If all flying ceases, advise ATC. Reinstatement occurs automatically at sunset. Please observe the terms of AIP Supplement on the notice board so that we can continue to enjoy these privileges in future. The CFI will view any deliberate airspace violations very seriously, but please report any difficulties, near misses or misunderstandings that you may experience with ATC or other traffic during your flights. ATC is friendly and will assist you when in trouble.

**Only maps marked with all the new airways, controlled airspace and provisions of the Letter of Agreement will be allowed. Mark your maps with our template according to the map in the briefing room. Maps are available for sale. The CU SA airspace file is available, also on our website [www.gariepdamaviation.com](http://www.gariepdamaviation.com)**

There are restricted and prohibited areas – please observe these, and also note the airways, base FL 105, south of Victoria West and Burgersdorp as well as W 95 north of Bloemfontein- they require mode C transponders to enter. If you have entered controlled or restricted airspace, and your call to ATC is not logged, the SSSA will not validate your flight claim.

### 16 Frequencies :

All gliders must be capable of communicating on the following frequencies in ENGLISH :

Gariep Dam	124.8 (all airfield operations)
Position report chat	123.6
Johannesburg Central	120.3 TIBA
Cape Town East	124.7 TIBA
Bloemfontein approach	124.3

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Kimberley approach	119.4
Lohatla LM)	132.4 (FAR25, south of Kuruman, call

### Notes :

- A. 124.8 is used as the airfield to 15nm radius frequency below 1500ft, so please keep the calls short, and no chatting
- B. 123.6 is the frequency which you should be monitoring most of the time. Whenever you are within 10NM of any controlled airspace, you must call ATC on this frequency and give them position and intentions at regular intervals and at large towns or landmarks.

### 17 Telephone numbers :

There is a list of telephone numbers in the club house, including all those required for emergencies and general operations. We also require you to write down your local Cell number (mobile or in case of an emergency on the list in the club house.

### 18 Weather data :

A special weather forecast service has been arranged. This data will be downloaded at approximately 08h00 each day, presented at briefing. There is a useful TV forecast on SABC 3 or e-tv after the local news at 19h25 each evening.

- 19 The latest approved 'Manual of Procedure of the Soaring Society of South Africa' applies. This document may be viewed in the operations office.

### 20 Airfield Emergencies :

The airfield notice board has all the relevant telephone numbers. A first aid box and several fire extinguishers are available. In the event of an accident, besides telephoning for medical assistance, the local police station in the town should be contacted. If the runway is blocked, one person must remain on 124.8MHz and advise any approaching traffic.

Bloemfontein ATC should be contacted telephonically in the event of a serious accident. The director should be informed of all developments.

- 21 If you intend making an outlanding, please relay your GPS position and any other details to the airfield, or your crew whilst you are still high enough. Try to establish cellular (mobile) contact telephone and radio contact after landing. If possible, do not move far away from your glider or you may not be found in the dark. **The CFI / Director should be advised by the crew.**

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- 22 Should any pilot fail to return to Gariep within daylight, the Flight Log should be consulted for his possible route and the police alerted that they may receive calls relating to the pilots location. The director must be kept informed, who may finally declare a missing aircraft with ATC.
- 23 Financial Matters :  
Considerable expenditure is incurred in planning and running this airfield. Every overseas pilot has to become a member of the Soaring Society of South Africa and the camp is mandated to collect this fee. Invoices for fixed costs and insurance will be presented at arrival and are payable immediately either in full or by means of a deposit. Aerotow costs and incidentals will be payable later upon presentation of a further invoice, prior to departure.
- 24 There will be a Christmas Eve dinner – 24 December. Please add your name to the list and we will try to arrange entertainment on the 31st December. Barbeque evenings are arranged as required.
- 25 Assistants have been recruited to help with the operations. Please note that they are there to help generally, and cannot become anyone's permanent assistant. Please help wherever anyone is struggling. i.e. to move the tow plane, rig his glider, or help on a retrieve, This all keeps the costs down and a spirit of goodwill amongst the pilots.
- 26 Oxygen will be dispensed by GDA we import this from Johannesburg.
- 27 Fuel is available for sale in the morning when the tug is being refuelled. No self service is allowed.
- 28 To make things more convenient please ask as is required if you require any information.
- 29 Please keep a look out of the cockpit and many happy thermals.
- 30 **Points to take note**

**Close and lock canopy at all times**

**Tie the glider down on three points with cement blocks** (wing tips with tail dolly off or with your own tie-down equipment).

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Our staff will assist with rigging and will not interfere with your glider or container without your permission.

Keys of your car must be left in the ignition and be marked with the glider competition number.

Please note that we have resident game on the airfield so please drive slowly.

Please CLOSE THE GATES at all times to keep control of the game on the airfield.

**Please note we are all friends here in the spirit of gliding to enjoy the safe flying and enjoyment of our sport.**

**Keith Ashman**

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**Gariep Dam Gliding Club**

**1 November 2016**