



# SSSA Exco Newsletter

Editor; P Nouwens

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## TPM approved and signed. New ATO number! by Dirk Smit

On the 3<sup>rd</sup> of March 2014, a very wet and dreary day, the inspectors arrived at Springs Airfield. The CAA inspectorate was lead by Mr. Johan Niemand and comprised of two inspectors namely JP van Niekerk and Mr. Ranft. Raasa was also represented by Mr. Pierre Loubser.

It was a historic occasion as SACAA informed us that RAA-SA was now being given the authority to take over the regulatory process and manage the ATO process on behalf of SACAA.

The audit was very thorough and quite exhausting starting at 10h00 and finishing at 16h00. As the audit proceeded small required alterations in the TPM where rectified on the spot

where other findings were recorded. All in all the audit went well and SACAA approved the TPM onsite by stamping and signing the original document and the copies thereafter. It was a proud moment and a historic one in that RAASA, SACAA and SSSA were proverbially on the same page.

Once the findings are officially sent and received by SSSA a timeframe is set to adhere to the findings. As one of the SACAA officials said; "The findings need to be addressed but poses no threat to safety and causing an accident"

Most of what was recorded as findings have been rectified in the meantime such as the ex-

pired medical kit, old emergency numbers and prominent signage for first aid care.

On the 11<sup>th</sup> of April 2014 the SSSA Exco has invited all club Chairman and Chief flying instructors to attend a training briefing to ensure compliance throughout SSSA. Our training is one of adhering to the highest standards and prides itself of an impeccable and capable student corps. I salute our instructors.

**"A candle does not lose light when lighting another candle"**



**"Always do right.  
This will gratify some people  
and astonish the rest."**

~ *Mark Twain*

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## **Important Reminder!**

Annual General Meeting –  
Sat. 30<sup>th</sup> August



## Chairman Chatter from the Chief

The beginning of the this year saw a spate of General Aviation accidents totaling some 14 deaths up to March of which our sector was unfortunately drawn into the horrid statistics. Our heartfelt condolences go to the two pilots families lost in these tragic accidents. Although the root cause of these accidents have not been concluded, refreshing and doing introspection is always a good thing especially when it comes to aviation safety. What has lately become my pet subject is pilot mindset and airmanship but will write more about this in the Soaring Magazine.

Uniformly formatted student files with a DVD were distributed to all clubs that would standardize the record keeping of our students. The system endeavors to make the progress of the student more accessible to different instructors as to optimize the learning curve of the student. The objectives set at our 2012 strategic 5 year planning meeting is guiding the path for the SSSA and a few of these objectives have been met. Communications with members is still not at the desired level due to generation gaps and new age methods of communicating, but we are getting there!

I want to leave you with this thought or question. "What should we be doing to tap and transfer skills from our gliding pioneers and older generation that might be retiring from our sport?" Please feel free to communicate with me at [dirk@sscavage.co.za](mailto:dirk@sscavage.co.za). Keep it safe and remember when flying, "If it was not planned it might not be a good idea!"

## Financial matters by Carol Clifford

### Fees for 2014 are:

2014 Fees for Soaring Society of SA:	R750.00
Aero Club fees	R350.00
FAI Competitor's Licence	R160.00
<b>For Sale</b>	
Pilot Log Books	R170.00 each
Glider/Motor Glider Log Books	R190.00 each
Gliding & Motor Gliding Student training books	R 30.00 each

(Prices are exclusive of packaging & postage costs).

Please also be aware that if you need to obtain a student licence, GPL, renewal of GPL, ATF and/or any other documentation from RAASA, your fees for both SSSA and Aero Club fees will have to have been paid for 2014 before the paperwork will be issued.

All payments made to SSSA should be made direct to bank details given below;

**Standard Bank, branch code 018305, a/c 022.529.373**

The usual request - anyone depositing money into the SSSA account, should please ensure that they include their name as the reference and if possible what the money is for, e.g. "J. Smith, fees".

### Change of Address

If you have changed your address, although your Club may be informed of the changes, the SSSA is not always advised. Since SSSA sends out the Soaring magazine to all members individually, please drop me an email, if you have moved so that SSSA ensures your correct address is on its database and you will receive your magazine.

For all information regarding any of the above, please contact: Carol Clifford, Treasurer, SSSA - Tel: 011.615.2461, Fax: 011.622.5363, Email: [bobcar@global.co.za](mailto:bobcar@global.co.za)



## Airspace arrangements for special events by Peter How

Whenever your club decides to hold a camp, a special events day or contest at your own airfield or elsewhere, ATNS would like to be made aware of it, so that other traffic can be notified of the increased glider traffic.

The notice to hold such an event, has to be made several months in advance through Exco member Peter How, who adds a chart and passes it onto RAASA which makes the formal Flexible Use of Airspace Application (FUA) to the CAMU section of ATNS. The long lead time ensures sufficient time to negotiate special requirements or work around any objections or misunderstandings, etc., and that an AIP can be published by SACAA within the AIRAC cycle.

Even if the event does not require downgrading of controlled airspace, the event

organizer should request from Peter How, an FUA application form. Please don't just say we want the same as last year and ask us to do all the work.

Information required in the application includes exact boundaries of the area to be flown, vertical limits, the launching airfield, vertical limit, number of aircraft and frequencies. Usually airways and other controlled airspace will not be downgraded, unless it is part of an existing "window".

Once SSSA Exco has received your application, the area of operation will be reproduced as an overlay on the official SSSA airspace map and this plus the application will be submitted to RAASA for publication.

Exco will also send the applicant two airspace files:

1. A .cub file with the event's airspace boundaries shown. This may be loaded directly into the flight computers of the various participants.
2. An open air text file which was used to generate the above .cub file. This will become the official contest airspace file, for scoring purposes and to evaluate complaints relating to airspace incursions (ATNS will have had approved a graphic with the exact same boundaries).

The event organizer will be responsible for publishing the airspace file.

Any other airspace files will not be considered valid.

## Competition Calendar

Gauteng Regionals Magalies Gliding Club will be hosting the from 27<sup>th</sup> April – 3<sup>rd</sup> May, with practice on the 26<sup>th</sup> April.

NW Regionals will again be held at Potchefstroom 21<sup>st</sup> – 27<sup>th</sup> September with 20<sup>th</sup> the practice day.

SA Nationals will be held at Welkom with 13<sup>th</sup> December practice day and contest period 14<sup>th</sup> – 22<sup>nd</sup> December.

## Badges and Milestones by Pieter Nouwens

Congratulations to Ian Forbes for achieving his Diamond Height. This completes his Diamond badge.

Also making good use of the summer saw Marisa Naude completing her Silver Badge.

.....well done!

### Some advice for our eager Badge Pilots !

Possibly one of the bigger hurdles of flying Badges is the compliancy requirements set by FAI, and secondly getting the paperwork done correctly. An excellent guideline of the flight requirements is given in the SC3-2012 Sporting code, pg6.

For the documentation required, a snapshot guide is given on pg27 in SC3 Annex C (Pilots & OO guide)

Both documents are on the SSSA Downloads section under Badge Application.

Note that flights need to be within South African Borders, and no Airspace infringement is allowed.

The good news is that the IGC is working on simplifying the code for badge flying!!

If you need any assistance in planning a flight, feel free to contact me at: [pieter@nouwenscustom.co.za](mailto:pieter@nouwenscustom.co.za)

**“The most effective way to do it,  
is to do it.”**

~ Amelia Earhart



.....D13 seen waiting for a Badge flight!!



## ARE YOU CURRENT by Fred Bebington

I know that some pilots will have flown a number of hours over the festive season, either at camps or competitions and therefore are “Current”, but on the other hand, a number may have been on holiday or just taken a break from flying to be with friends and family and are not “Current”.

This leads to three very important questions:

“DO YOU KNOW WHAT ‘BEING CURRENT’ MEANS?”

“WERE YOU CURRENT WHEN YOU STARTED FLYING AGAIN AFTER THE BREAK?”

and, if you haven’t flown yet,

“WILL YOU BE CURRENT WHEN YOU START FLYING AGAIN THIS YEAR?”

I’m sure all pilots have heard of “Currency” (and I don’t mean the money it takes to keep us in the air), but maybe not every pilot/club uses the same definition of “Currency”, so there are probably different standards throughout the country.

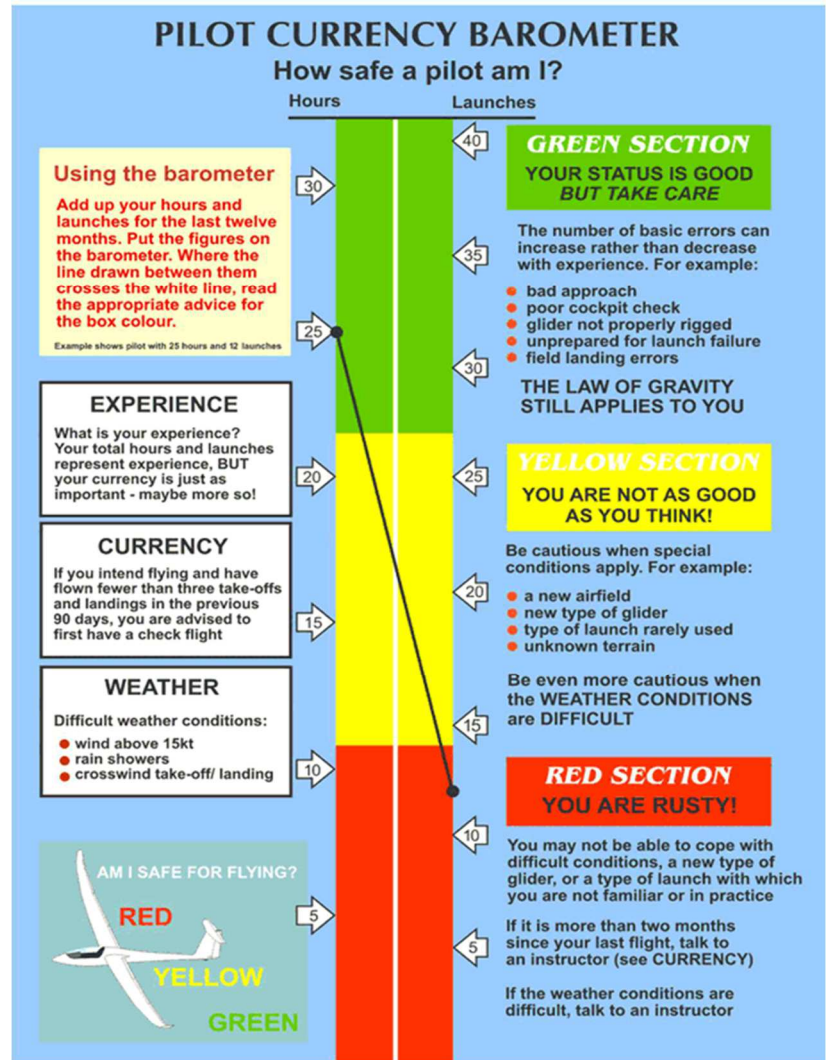
The following chart gives a definition of “Currency” and provides guidelines to assist in deciding whether you are Current or not.

The guidelines should be considered, every time you have not flown for some time and, the suggested action taken, to get you back to “Currency”.

I can’t remember where I found this document, so I can’t give credit to the author, but in the interests of Safety, I hope he or she won’t mind it being re-produced here.

In the next newsletter, I will get back to the subject of the “Safety Management System” (SMS), in the meantime, “Keep Current and Fly Safely”

# SAFE FLYING!



**“The probability of survival is equal to the angle of arrival”**



myGlidingClub

Thanks to Paul Bailey and Cape Gliding Club, who were instrumental in getting the new Cloud based administration software commissioned.

myGlidingClub is operational at CGC for some time now, and as also running parallel to the current system at GGC .

The system is now ready to roll out, and Clubs are urged to start implementation by running it parallel to their current system. Paul will readily assist in the process

Our target is to have all clubs operational by the end of the year.