



Siteka Strip
Woodings Strip

Michaelhouse Strip

Barnes' Strip

Shafton Strip

Howick Off Ramp

Evea's Field

Beeches Strip

Mitch Spawls Strip

Merrivale Off Ramp

Rotunda

Indlovu DC

Inhlozane

Swartkops

Pinewoods Strip

Pietermaritzburg

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Airspace Explained

(NB this is the airspace with the Howick Gliding Window open)

The solid orange and white lines show approximate airspace and should not be used as a given. Pietermaritzburg airspace (white line) is considered a no go however should you wish to try PMB tower is 122.0 their airspace extends from ground level to 6500ft altitude. One can go below the Durban TMA A (orange line) at 7500ft altitude or below (on frequency 124.2) be aware that the new GNSS (GPS) approach into PMB goes through this airspace. Traffic using this approach (nearly all link flights in and out of PMB no matter what the weather) will be down to about 6500ft ASL (above sea level) at this point running approximately on the Eastern side of the N3 just outside of our window. So be on the look out for large aircraft especially if you are not on the right frequency.

The Durban approach controls the TMA A and is on frequency 125.75 (above 7500ft), they may not be keen to let you into the TMA A being non-transponder equipped. Outside of the area demarcated by the Orange line is Durban CTA B, here we may go up to FL105, this airspace is in a 80 nautical mile (about 130km) radius around King Shaka, this means that the CTA B ends at about Treveton beyond which it is uncontrolled to FL145. One can fly into the CTA B legally by contacting Johannesburg information on 129.1 don't be afraid to give them a call they are on the whole a very friendly helpful bunch. Be prepared to give them your position and height as well as intentions when you call them up. Below the CTA, but outside the gliding window the frequency is 124.8. I have not included the complete window as the map was getting rather cluttered but it is up in the clubhouse.

All this may be rather intimidating and many may choose not to change frequencies at all. On the whole you probably won't get in trouble and probably won't have a problem, however please be very careful trying this east of the free way as the GNSS approach puts some big things on the decent low and we would hate to have to rebuild a glider it is a lot of work.

Tasks

All tasks may be undertaken in any direction, the sequence given below is not a rule for direction of flying on task. As a general rule one should try plan to have the longest into wind leg when one predicts the conditions to be best. Shown is the task and not necessarily the route to fly, one should fly where one feels the best lift will occur and over areas of the most suitable landing options. Unless otherwise stated all finish points are over the clubhouse.

Task A (20km Triangle)

This task is shown on the map in green and is the smallest task.

Start point is the 16 threshold (TH).

Leg 1: 16 TH to Swartkops – 7km

Leg 2: Swartkops to Rotunda – 6km

Leg 3: Rotunda to 16 TH – 7km

Task B (30km Triangle)

Shown on map in yellow another shorter task

Start point is Howick Runway

Leg 1: Howick to Mitch Spawls – 11km

Leg 2: Mitch Spawls to Howick N3 Off Ramp – 10km

Leg 3: Howick Off Ramp to Howick Airfield – 9Km

Task C (50km Triangle)

This is a bit further than many have flown before both away and in total distance. N.B the Pinewoods ridge is 5600ft in places, i.e. 2000ft above Howick Airfield. Shown in red.

Start point is middle of Howick Runway.

Leg 1: Howick to Merrivale N3 Off Ramp – 5Km

Leg 2: Merrivale Off Ramp to Mitch Spawls – 12Km

Leg 3: Mitch Spawls to Pinewoods Airfield – 15Km

Leg 4: Pinewoods Airfield to Howick Airfield – 18km

Task D (Inhlozane out and return 50Km)

A flight that most of us have thought about at some stage Inhlozane and back, shown in pink

Start Point is middle of Howick Runway

Leg 1: Howick to Inhlozane - 25Km

Leg 2: Inhlozane to Howick - 25Km

Task E (80km Triangle)

The longest task on the image, shown in blue.

Start point is middle of Howick Runway

Leg 1: Howick to Wooding's Strip – 26Km

Leg 2: Wooding's Strip to Pinewoods Strip – 36Km

Leg 3: Pinewoods Strip to Howick – 18Km

N.B: Howick to Barnes' strip – 16km, Barnes' to Wooding's 10km, Wooding's to Michaelhouse 11km, Barnes' to Mitch Spawls 15km, Mitch Spawls to Pinewoods 15km. Siteka is a km or so from the Wooding's to the NE. These runways are landable but relatively tight in a glider, with the exception of Michaelhouse, Siteka and Pinewoods, take a careful look before landing a nearby field may be a better option if you are unsure.

Turn Points

Rotunda

Main round building.

Lat: 29°32'24.95"S

Long: 30°16'43.37"E

Swartkops

Tower on N end of Swartkops hill

Lat: 29°35'31.28"S

Long: 30°15'15.15"E

Merrivale Off Ramp

Road intersection.

Lat: 29°31'30.01"S

Long: 30°14'43.05"E

Beeches Strip

Small farm strip, landable if necessary also look at adjacent fields.

Lat: 29°31'5.42"S

Long: 30°15'8.30"E

Eveas Field

Landable.

Lat: 29°29'30.68"S

Long: 30°16'21.79"E

Pinewoods Strip

Large firebombing grass strip between trees, easily landable beware of turbulence from trees

Lat: 29°38'47.87"S

Long: 30° 3'6.82"E

Inhlozane

Mountain shaped like a breast.

Lat: 29°32'32.67"S

Long: 29°57'12.03"E

Siteka Strip

Narrow tar strip with cleared verges used for firebombing, landable.

Lat: 29°19'28.14"S

Long: 30° 8'58.10"E

Wooding's Strip

Narrow farm strip, landable but be aware of narrowness.

Lat: 29°20'5.84"S

Long: 30° 7'54.73"E

Shafton Strip

Large fire bombing strip easily landable

Lat: 29°24'17.67"S

Long: 30°14'13.82"E

Barnes' Strip

Narrow farm strip, condition not confirmed believed to be landable caution to be exercised.

Lat: 29°24'40.58"S

Long: 30°10'12.93"E

Michaelhouse Strip

Wider grass strip landable.

Lat: 29°23'39.18"S

Long: 30° 2'4.76"E

Mitch Spawls Strip

Narrow grass strip, landable beware of power line across runway.

Lat : 29°31'22.35"S

Long: 30° 6'13.49"E

Howick Off Ramp

Road intersection

Lat: 29°28'43.16"S

Long: 30°11'29.66"E