

# Advice & guidance to visiting pilots

# The Park

This document is designed to give the all the basic information you need to fly safely at The Park. If you are not sure of anything please ask.

Updated 5/2019

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# Welcome to The Park

## Club and its Operations

### Phone

Clubhouse phone 01985 844095

Airfield caravan 07762 738318

Web: [www.bwnd.co.uk](http://www.bwnd.co.uk)

### Accident & emergency procedures

A printed checklist in case of emergencies is next to every phone

### Emergency Response Vehicle

- During flying at least one serviceable Emergency Response Vehicle must be on the field ready for immediate use in the event of an accident on, or near the airfield.
- Both Club Land Rovers and the retrieve vehicles are fitted with suitable emergency response equipment including; Fire extinguisher, First Aid kit, rescue tools (crowbar).
- The Daily Inspection for each Land Rover must include a check that the rescue equipment is present before the vehicle is declared serviceable.
- Whenever possible, both Land Rovers should be brought on to the field before flying starts.
- The Land Rover not in use for winch cable retrieve should be parked close to the launch point with a clear access route to the field.

### Medicals

A copy of a visitor's valid medical status must be checked by an instructor and attached to the membership form. Pilots wishing to fly club aircraft solo must have with them an up to date pilot's logbook

### Site briefing for visiting pilots.

- The site is relatively benign, but because of the hills and valleys the air is seldom completely stable. When there is any wind blowing you must expect to find both lift and sink anywhere in the circuit.
- The most obvious hazard on the site is the line of tall trees on the approach from the east. Any curlover behind these trees is likely to be accentuated by the steep slope of the hill behind them.
- If you do a long shallow approach in this wind direction you may find yourself investigating the curlover.
- The safest method is a steep approach from a final turn not too far behind the trees.
- The final turn must not be below a normal safe height. The base leg can be started high.
- At the other end of the field the fence is no problem but one field back the ground drops away and this can cause enough curlover in the undershoot area to be a problem in windy days, particularly when doing a left hand circuit in winds from the SE.
- There is a public bridleway on the western boundary of the field and approaches from this direction must avoid any danger to the public.
- There are special instructions for cross wind takeoffs in a southerly wind. During x-wind launching from the south there have been a number of incidents caused by the into wind wing lifting causing the downwind one to meet the sloping ground. This can cause a dramatic and potentially very dangerous ground loop. It happens when the downwind wing is held, as is the usual practice in a x-wind. The result can be that the into-wind wing lifts and with very little clearance on the other wingtip a groundloop can start before the pilot is aware of what is happening. The remedy is to concentrate on keeping the wings level with the ground (not the horizon), and counteract the swing with rudder if required.

So: when flying from the south side of the field in a x-wind:

- The launch point must be further from the caravan than usual, say, one wingspan.
  - The into wind wing must be held.
  - The wings must be kept level with the ground.
  - The pilot should use rudder to counteract the swing into wind if needed.
  - When flying from the north side normal x-wind procedures apply.
  - Full details are in the Order Book.
- When aerotowing the tug may turn out to the North or South so be prepared for possible rope breaks in either direction. On release you should turn left. The tug will turn right.
  - If flying from the west end and you wish to make a hangar flight the rule is that you must stop before the windsock.
  - The field can be quite difficult to recognise from the air. The distinguishing features are the line of tall trees on the eastern end and the square copse to the north side, also the lakes and long drive at Longleat house to the north. The drive points directly to the airfield. The A303 to the south is very visible.

## Visiting pilots wishing to fly club single seaters

- After examination of the visitor's flying logbook, they must be very thoroughly checked out by an instructor, which at a minimum will include cable breaks and stalls. The minimum requirement to fly club single seaters is a bronze badge.
- They should read the notes for visiting pilots in the club order book, and if necessary be given a thorough type conversion briefing.
- A copy of their valid medical certificate must be checked by the instructor and attached to the membership form.
- No visitor may fly a club two seater solo, except as part of an instructional course, and after all the pre solo exercises on the club progress card have been completed successfully.

## Pilots with a glider

Pilots who have brought a glider do not have to receive a check flight but at the least must obtain a site briefing from the duty instructor and read the visitors notes.

## Availability of self briefing tools

Met and Notams should have been obtained by the LPC and will be available at the launch point for local flying. Those flying farther afield need to download the relevant information in the clubhouse.

## Daily pre-flight authorisation

Pilots below Bronze or LAPL(S) must obtain a daily briefing from the duty instructor

## Radio

118.685, or after 21st February 2024, 133.565 should be used to give a downwind circuit call and is used for aerotow launching. For communication with your crew or another glider outside the local area, one of the other approved gliding frequencies should be used.

## Use of club vehicles

The Land Rovers, winch tractor and grass cutting tractor can only be driven by persons holding a full UK driving licence. No person under the age of fourteen may ride on the club's vehicles. Gators are available for glider retrieve off the field.

## Order Book

A full set of operating rules and guidance is available on the club website and in both the clubhouse and caravan.

## **Airfield**

### **Runs**

The airfield has just the one strip orientated roughly east/west and is designated 08 and 26

### **Public rights-of-way**

At the west end of the airfield there is a public bridleway which leads to the north of the airfield.

This means walkers and horse riders are likely to be close to the west end of the airfield. See the maps below on page 8.

### **Areas to be avoided on the airfield and during take-off and landing**

The powered aircraft no fly zone, of which there is a map in the club order book, must be observed by turbo gliders and SLMGs. Once again see the map below on page 7.

## **Trailers & Rigging**

- Gliders should be rigged at the far eastern end of the field parallel with the tall trees.
- They can be parked overnight in the same place.
- Cars should be parked either in the carpark or during flying behind the launchpoint close to the edge of the field.
- Gliders can be picketed out overnight either on the south side of the field by the trailers or provided space is left for others to rig, in front of the parked trailers. Be aware it is on the top of a hill and can be windy. Make sure they do not obstruct the airfield if a different launch direction is used the next day.

### **Tow-out and return routes to the various launch-points**

The field is narrow and visitors must have a crew ready to retrieve them off the field. Use either a car or one of the retrieve vehicles. Drive around the edge of the field and then across to the glider.

## **Launching & Landing**

### **Winch launching**

- There is a slope to the south on the southern side of the field and as a result we use a non standard procedure to prevent ground loops and dropping wings. This is probably the most important difference you will come up against at the Park. All other potential hazards such as the trees should be fairly obvious. The procedure is described in the visiting pilot's notes above.
- Calls to the winch are given on the radio by the LPC

### **Aero tow**

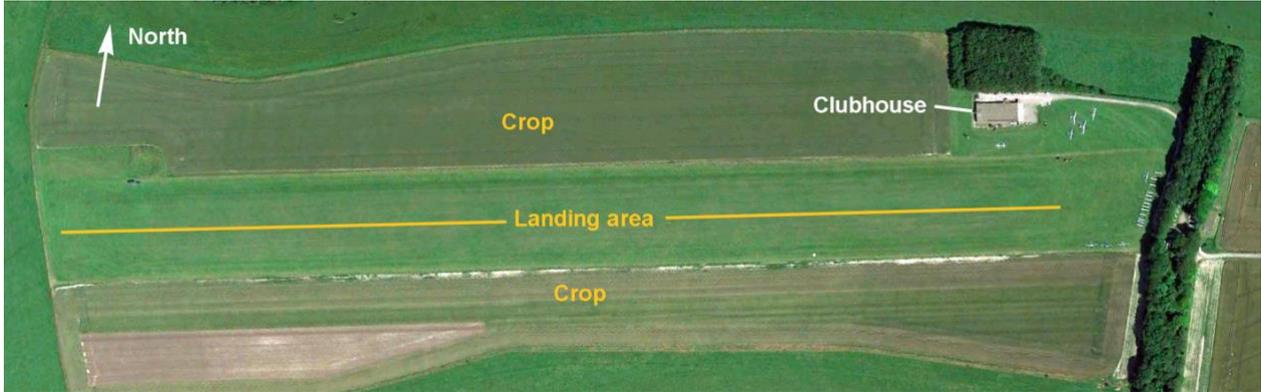
- Aero tow launch line is alongside the winch line and once again calls are by radio from the LPC.
- Launch rope break options are generally good. Departing to the SE the options are fewer.
- The tug is not permitted to fly straight ahead out to the east so be prepared for an early run which could be in either direction.
- Release from tow with a climbing turn to the left.
- When landing try to land on the side opposite the winch run to avoid holding up the launch operation. It is permissible to taxi off if you are sure it is clear. Powered aircraft be aware of the winch cables at the edge of the field.

### **Circuit directions /procedures**

Circuits can be flown on either side of the field (mirror circuits) and will converge on to the same final turn position so lookout is particularly important. If you have time give a call downwind

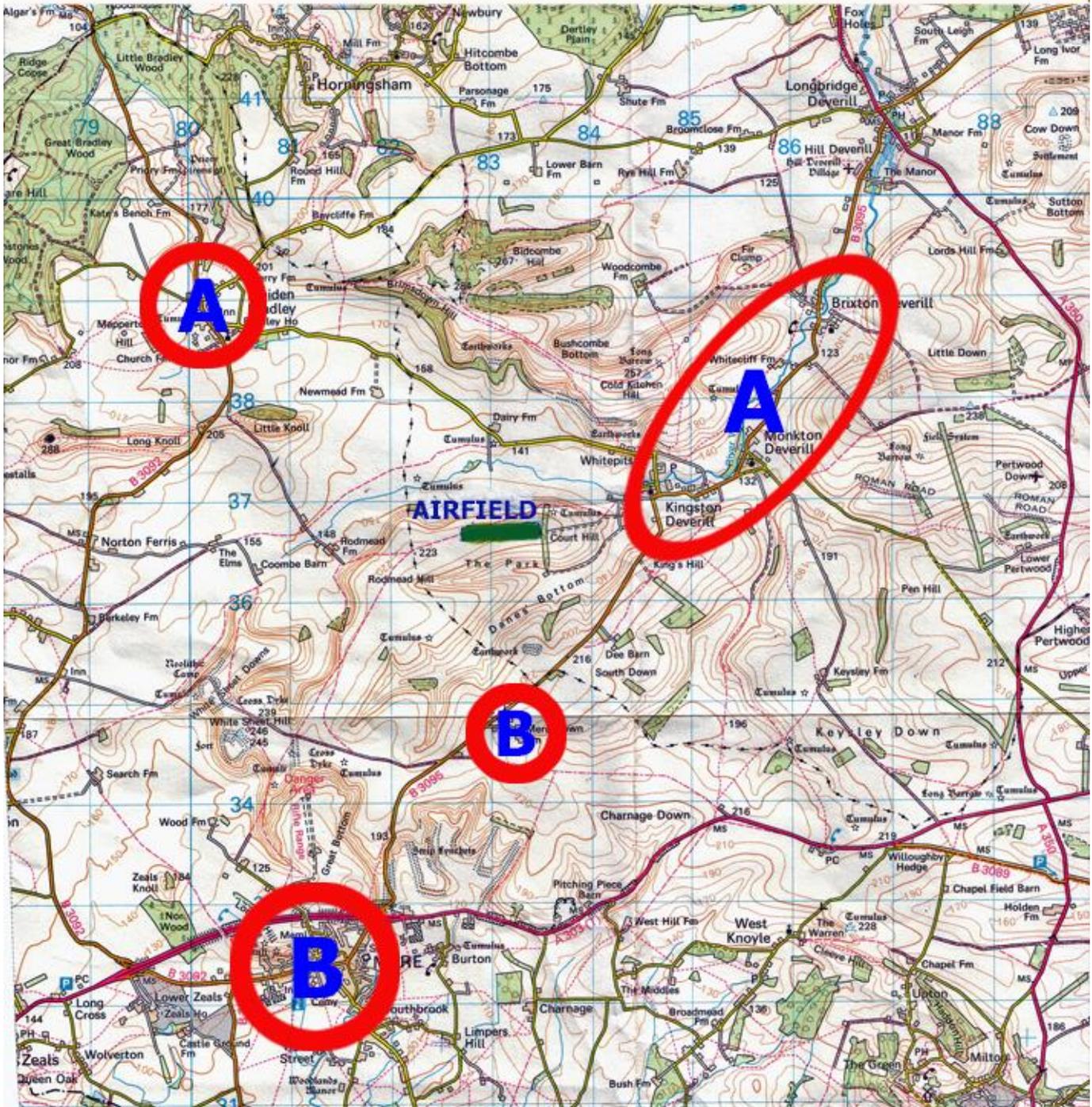
<b>The Park</b>	
N 51 07.833 W 002 14.420	697ft
Bath Wilts & North Dorset Gliding Club	4 miles S of Longleat House
PPR except for gliders and motorgliders	Park Base/Traffic 133.565
RWY 08/26 Grass 1200 metres by 110	Circuits L or R
<b>Warnings</b> Tall trees on approach to runway 26 Winch cables on the ground and in the air Powered aircraft must avoid flying over Kingston Deverill and Monkton Deverill	
No fuel Unlicensed	Tel Clubhouse 01985 844095 Launchpoint 07762 738318

Google Earth image

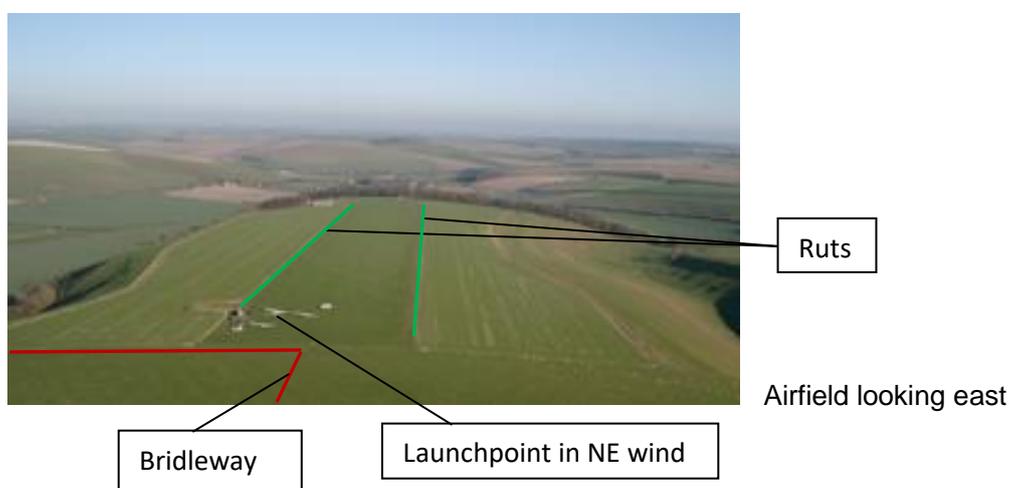
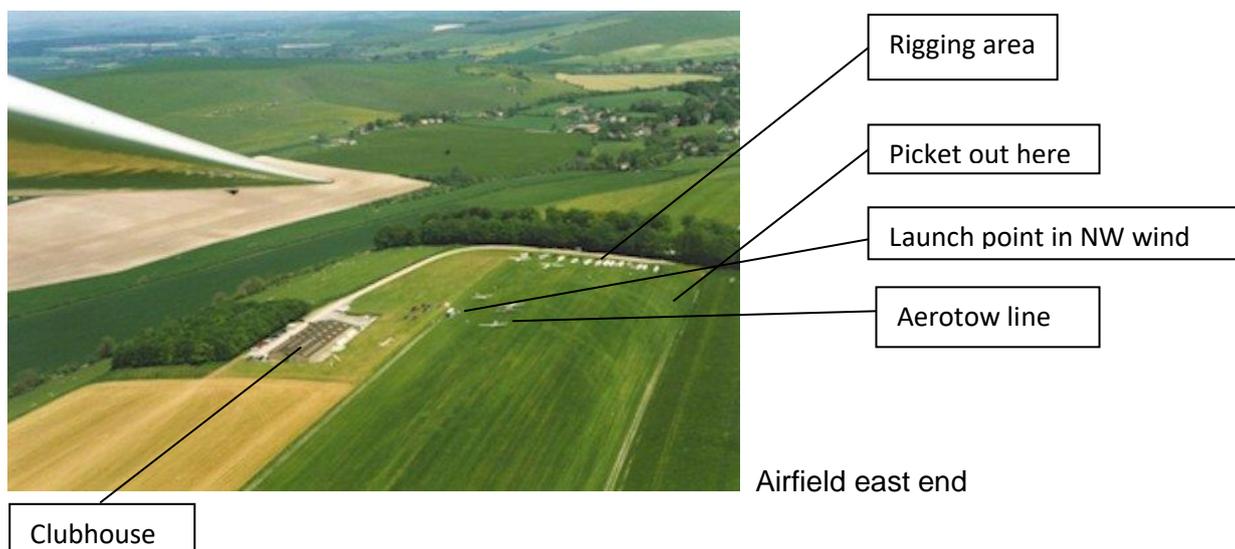


# The Park - Power no-fly zone

**A** Never    **B** Not below 1500 feet QFE



## More local Area Maps and Photographs



## Airspace

- The Park lies on the south eastern edge of Yeovilton AIAA. About 6 miles to the north is Salisbury Plain Danger Area. Yeovilton MATZ is 10 miles SW.
- An up to date map must be carried for all flights.
- Bristol Class D airspace is to the north. The club has a LOA to allow passage through the eastern section up to 4500feet. Please consult the information in the clubhouse.
- Pilots must check NOTAMS before flight

## Soaring

Thermal, wave and ridge flights can be had in the right circumstances.

- The ground is free draining and good for thermals. Probably the area immediately to the north of the field is best as it can be in a wind shadow.
- The hill to the immediate north of the field is ridge soarable in a strong south to south west wind. If so please remember the ridge soaring rules and leave sufficient height to get back to the airfield against what will be a strong headwind.
- Wave, if present, generally happens in a NW wind and can require a high tow.
- Landout fields locally are large but smaller to the south of the A303

## **Club Aircraft**

- Visitors are permitted to fly club single seaters and the procedure is set out earlier in this document.
- Visitors cannot fly the two seaters solo.
- Type conversion notes are available in the club order book.

## **Friends & Families**

- The usual hazards are present on the airfield, such as winch cables, tug ropes and approaching gliders. Family, friends & inexperienced crew should be made aware by the visiting pilot of these risks.
- Visitors are welcome to use the clubhouse facilities including a comprehensive kitchen and barbeque.
- All visitors flying must complete a membership form