

## Welcome to Bowland Forest Gliding Club – we hope you enjoy your visit

Please familiarise yourself with the following information. If there is anything you need to know – just ask!

### The Basics

No flying operations can take place unless an instructor has been nominated as the “Duty Instructor” and is present on site (on the ground or locally in the air)

Please make yourself aware of the ground procedures. As an amateur club all the ground work is carried out by the members - visitors are naturally expected to join in.

Before flying, you must make yourself known to the Duty Instructor who will decide (based on your level of experience, qualification, and currency) your flying status on the day.

### Layout of the field



## Local Airspace

1. The airspace around Chipping airfield is very busy. Local activity likely to affect us includes the following:

- *Blackpool Airport* - to the west. A busy commercial and light aircraft site. Aircraft flying VFR in and out of Blackpool will often fly in the vicinity of Chipping to avoid the controlled airspace around Manchester.
- *Warton Airfield* - to the southwest. This is most active during the week with BAe Systems operating a variety of military and commercial aircraft. The MATZ extends to the outskirts of Longridge, only 3 nautical miles from Chipping.
- *M6 Motorway*, 4 nautical miles to the west of us. Aircraft routing north/south, flying VFR frequently use this line-feature to navigate and may be focusing on their map or GPS when they get near you.
- Chipping airfield sits directly underneath busy Class A Airspace. This is the main route for commercial traffic crossing the Atlantic between most major English airports and the United States. Under normal operations the airway starts from Flight Level 65. Although Chipping is at 600ft above sea level, pilots must remember that this does not mean that the airway is 5,900ft above them. Directly to the North of the FL65 sector of N615 is the FL95 sector. Elements of both these sectors combined form what is termed the “Chipping Box”.
- With prior permission from Scottish AC Prestwick (by phone) we can open the “Chipping Box” for our use initially up to Flight Level 100 and, if conditions warrant, extend this up to Flight Level 140. This facility is available to our club from 09:30 local time to sunset, 7 days a week. Full details on the procedures for opening the “Chipping Box” are provided in the clubhouse office and in the DP Van. The Duty Instructor and Duty Manager are jointly responsible for ensuring that these procedures are followed correctly. Members are responsible for ensuring that they check the latest LoA (letter of agreement) rules and procedures and are fully familiar with them before entering the airspace.
- A mere 2 ½ nautical miles to the east of Chipping is a block of Class A airspace with a lower limit of only Flight Level 55

## Local Soaring (pre cross-country endorsement)

1. Pilots who do not have the Cross-Country Endorsement to their Bronze Badge are restricted to local soaring (Or non SPL holders)
2. At BFGC, this is defined as not more than five nautical miles from the airfield and always within gliding range.
3. Gliding range is defined as having sufficient height to arrive back over the field at 1,000ft without having to find lift on the way. The 1,000ft rule does not apply to pilots returning from the East and West Bowls following hill soaring.

## Launching:

Once the pilot has accepted the cable being attached to the aircraft, initiation of the launch passes to a member outside the aircraft nominally designated the Launch Marshal. His most important job is to ensure that there is no hazard to launching which might not be visible to the pilot.

He/she must also check that the part of the field ahead of the aircraft, but hidden from the pilot's view (i.e., the sloping ground) is also clear. If there is any doubt about the safety of people, particularly visitors, who may be near the cable run (for example walking up the track to or from the launch area) **the launch must be delayed.**

## Length of Flight (club aircraft)

1. When flying a club single-seat aircraft, the flight should normally be restricted to a maximum duration of one hour unless briefed/authorised otherwise by the Duty Instructor or Duty Manager. A typical reason for extending it would be for a Cross-Country Endorsement or Silver Duration attempt declared prior to the flight (e.g., on the notes section of the flying list). However, in all other circumstances, if a pilot, flying a club single-seater, is close to their hour duration, it is acceptable to radio down and ask for permission to extend their flight subject to the glider not being required by a waiting member. Approval to extend the flight can then be given by the Duty Instructor or Duty Manager, or their nominated deputy, over the radio.
2. When flying a club two-seater, flights would normally be for no longer than 30 minutes, but this can be varied at the discretion of instructor's dependent upon demand and availability of instructors. For solo pilots flying club two-seaters, the concession in the previous paragraph also applies.

## Circuits

1. The two general runway directions in operation at Chipping are 12 and 30 (120 and 300 degrees magnetic). Pilots should note that gliders can land anywhere on the field and from any direction.
2. In addition, there is no preferred circuit direction. Pilots who have started their circuit should therefore be aware of the possibility of conflicting traffic from the opposite side of the airfield.
3. Because of the close proximity of Parlick Fell, circuits to the North of the airfield (clockwise for Runway 30, anti-clockwise for Runway 12) may encounter lee turbulence and pilots should adjust their position accordingly.
4. When flying a circuit for Runway 30, pilots on approach should avoid over-flying the farmhouse at the road junction

## Thermalling in the circuit

1. Thermalling, once having joined the circuit, is not allowed.
2. Once having joined the circuit it is impossible to be certain that there is no other glider behind you. An aircraft that is behind you will reasonably assume that you are going to fly a more or less normal circuit and if that aircraft then starts to thermal, the trailing aircraft can be put in a very difficult position. This can be dangerous, particularly if the pilot of the second aircraft is a low-hours solo.

## Thermalling Over the Airfield

1. Other thermalling over and near the airfield is permitted subject to good airmanship being demonstrated. This includes thermalling off the wire, even if this delays the next launch. In such cases it is the responsibility of those on the ground to ensure no further aircraft are launched until it is safe to do so. However, to spend five minutes after launch circling in nil sink and nil wind will be considered very poor airmanship and an unacceptable delay to flying operations.

## Hill Soaring

1. Unless briefed otherwise, after launch, if the aircraft is not in lift by the time it has descended to 700ft QFE, the pilot must return to the field.
2. Unless briefed otherwise, if the aircraft cannot maintain at least 900ft QFE when soaring the hill, the pilot must return to the field.
3. At BFGC, overtaking another aircraft by passing between it and the hill is not permitted, despite what is currently written in Laws & Rules. This applies in all instances when it is obvious that the glider being overtaken is at or below ridge top height and dependent upon hill lift for sustained flight.
4. If overtaking when hill soaring, sufficient room must be given to the other aircraft to allow it to turn unexpectedly without causing a problem. Pilots should ask themselves if there is any point in overtaking.
5. We share our hills with the local hang-gliding and para-gliding community. The rules and hill soaring etiquette apply equally regardless of the type of glider. Furthermore, all pilots should be aware of the slow speed, ability to fly backwards and likelihood of quick climbs and descents from para-gliders in particular.

## Cross Country Flying

1. Suitably qualified pilots (i.e., those who hold Bronze+Cross-Country Endorsement) are encouraged to fly cross-country from BFGC.
2. All pilots must tell the Duty Instructor of their intention to fly cross-country and record their flight plan, in the special log sheet at the launch point provided before take-off. The flight plan must include details of their glider registration number, their name and the task they intend to attempt.
3. Soaring conditions change during the day and pilots may wish to consider going Cross-Country after already getting airborne without filling in the log sheet. It is permissible for a suitably qualified pilot to radio down their intention to go “on task” but they must ensure that a response from Chipping Base is received. Any member receiving such a request must bring it to the attention of the Duty Instructor so that he is informed.
4. Before flying it is essential that the pilot checks the day’s NOTAMs and is fully aware of any activity or restrictions that could affect the intended flight.

## Use of Radio

1. Use of radio in the air is not compulsory at Chipping but is encouraged where it may assist flight operations and safety. Full guidance on the use of radios in the air is included in CAP413. A copy of this is kept in the clubhouse lecture room or available via the CAA website.
2. The call sign for air operations is “Chipping base”. Pilots wishing to communicate with the launch-point or other pilots flying in the Chipping area should do so on 118.685.
3. Downwind calls can be made as a useful guide to others, but all pilots must be mindful of the fact that many aircraft fly without a radio therefore silence does not mean there are no other gliders in the circuit. When making a downwind call the format is “Chipping Base, *glider call sign*, downwind left-hand (or right hand)”. No acknowledgement is required or expected.
4. Pilots using any frequencies other than those allocated for gliding or emergency, must ensure that they have a valid Radio Telephony Operator’s Licence (FRTOL).
5. The club gliders have individual licences held by the secretary. Owners of private gliders must ensure that they too have an appropriate licence for the set installed.

## Cars on the Airfield

1. The normal and safest place for cars is in the club car park. Cars should only be taken airside (on the apron, around the trailer park or on the airfield itself) if there is a good reason to do so. Examples of good reasons include the following:
  - Towing a glider to and from the launch point;
  - Recovering a glider having landed on the airfield;
  - As a means of conveying disabled persons to and from the launch point;
  - In the event of an emergency requiring urgent use of a vehicle.
2. If cars are taken airside, then the doors must be left unlocked with the keys in the ignition so that members can move the vehicle in the event of an emergency.
3. Normal car insurance only covers vehicles on public roads or in the BFGC car park. Drivers who take their vehicles airside must bear in mind that they do so at their own risk and that their own insurance is probably invalid. BFGC will accept no responsibility for damage incurred by a private vehicle airside.

## Alcohol & Drugs

1. Even the most moderate drinker should be aware that the Railways & Transport Safety Act makes it an offence for pilots, including glider pilots, to fly whilst over the prescribed limit for alcohol.
2. Specifically, the club operates a **zero tolerance** policy in regard to the use of any recreational or illegal drug such as cannabis or cocaine, **any** member being found to be using such substances will be asked to leave.