

## **Guidelines for Visiting Pilots**

These guidelines are for the benefit of visiting pilots. Visiting pilots should be aware that in windy conditions Shenington can be a challenging site to fly from and all visitors should obtain a full briefing and obtain permission, regardless of conditions, from the duty instructor before rigging/flying.

### ***The Launch Point: General Hazards and Safety Precautions***

The launch point is the most hazardous area of the gliding field with a number of risks. Safety precautions are of paramount importance and the following should be observed at all times:-

- Always follow the instructions of the Launch Point Controller (LPC).
- Stay behind the glider to be launched unless specifically authorised to go forward by the LPC.
- Do not obstruct the LPC's line of sight and signals communication.
- Do not walk in front of a glider once a cable or rope has been attached.
- Be aware when handling ropes or cables. They might move unexpectedly. Never touch the second cable when a glider is being launched on the first cable. There is always a risk of the second cable becoming entangled with the first and becoming "live".
- Noise should be kept to a minimum at the launch point to stop interference with the launch signalling process.
- In the event of a launch failure always ensure that the gliders are well clear and to one side of the cables before they are retrieved back to the winch.

### ***Landing Direction***

To avoid confusion by pilots in the circuit planning their approach and landing it is safer if all pilots conform to a simple set of rules. Obviously in the event of a launch failure or emergency these rules would not apply.

- It should be strongly discouraged that the landing direction is towards the cable run, unless by prior briefing.
- The approach should never over fly the cables.
- The landing when ever possible should be away and to one side of the cable run therefore minimizing the risk of damage to the gliders and occupants.
- Normally the cables are laid on one side of the runway in use. Ideally, when clear of other gliders and obstructions on the ground, the approach line should be between the cable run and the opposite boundary edge.
- As a general rule and to comply with air law aircraft should when ever possible land to the right of other landing aircraft or well to one side.
- To avoid conflict aircraft after landing should be taxied/towed back well to one side of the landing area whilst maintaining a clear distance from any cables.

### ***Circuits and General flying***

Good look out and airmanship is a minimum requisite for all pilots. The following list is a guide to the main points but any pilot seen to flying in an unsafe manner or displaying poor airmanship will at least be asked to undergo further two seat training or maybe grounded until the incident has being investigated.

- Avoid loitering above and around the winch area during flight
- All circuits must be completed at a safe height and final turn completed by not less than 300ft.
- Pilots in circuit must keep a constant look out for other aircraft, both gliders and power

- Where ever possible and not withstanding emergencies a pilot should always aim be in circuit before the low key area.

If the glider you are flying in is fitted with a radio then, if time permits, make a call on our standard frequency when down wind for circuit i.e. Shenington Gliders, Charlie – Charlie, down wind left hand. Remember if the workload is high due to weather conditions or height; ***aviate then communicate.***

### ***Rigging/De-rigging of Gliders***

In the interests of safety the following will apply when rigging or de- rigging gliders on the airfield.

- Rigging and de-rigging of gliders in trailer park area is not to be carried out while launches are taking place at the club house end, the cable is likely to fall in that area.
- Trailers should not be taken to the launch point and left there unless they are clearly not interfering with the flying operation. This particularly applies to the 8 acre area and by the caravans at the club house end of the airfield.
- Gliders must not be parked in the area occupied by the owner's caravans. It restricts movement in that area and creates a hazard in the case of ground run deviation, particularly in the case of an aerotow along the peritrack.
- When parking gliders near the launch point always leave maximum clearance to allow for the manoeuvring of other aircraft.