

# Tibenham Airfield Briefing Notes

N52 27.40 E001 09.25	<b>TIBENHAM AIRFIELD</b>	186ft AMSL
12 nm SSE Norwich 4.5 nm N Diss	Unlicensed	We cannot give a service, clearances or instructions
Tibenham 133.565 A/G Norwich Radar 119.355 Norwich ATIS 128.630	<b>PPR mandatory</b> <b>On-line or Tel: 01379 677207</b>	Priory Farm Radio 129.830 Old Buckenham Radio 124.405 Lakenheath MATZ 128.900

**NO FLY**

**VILLAGE**

**NO FLY**

**AIRSTRIP**

£ - Landing fees

P - Aircraft parking

F - Fuel

RWY	Dim(m)	Surface
08/26	690 x 44	Asphalt
03/21	1580 x 46	Asphalt
15/33	1250 x 44	Asphalt
<b>Ops Hrs:</b>		PPR
<b>Landing Fees:</b>		£10.00/£15.00 single/twin
<b>Hangarage:</b>		Limited
<b>Refreshments:</b>		Occasionally available
<b>Fuel:</b>		100LL

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**PPR by phone on 01379 677207 or via our web site [www.norfolkglidingclub.com](http://www.norfolkglidingclub.com) is mandatory due to glider ops.**

**CAUTION:** Intense gliding activity in the vicinity of the airfield. Glider winch and aerotow launches. Launch cables up to 3,200ft QNH. All joins are to be made Downwind to the RWY in use to avoid conflict with gliders & cables, unless 2-way radio contact has been established with the Launch Point and de-confliction has been arranged.

## > NO OVERHEAD JOINS <

Do not fly to the Dead-Side

Do not join on Long Final

- Farm vehicles may be present on the runways and adjoining fields. They may not stop. Do not assume you have been seen. Farm vehicles do sometimes leave debris on the runways.
- Road testing of electric buses takes place on the runways. They may not stop. Do not assume you have been seen.
- Modellers are permitted at the airfield, especially before and after gliding operations and on Mondays, Tuesdays and Fridays at all times. Exercise caution.
- Although the runways are swept occasionally, they are ageing. They cannot be guaranteed to be free of debris, potholes etc.

**NOTES:** Tibenham is unlicensed and has no ATZ. The radio frequency is a common glider frequency shared with other gliding airfield operators, so it is essential to include "TIBENHAM" in ALL transmissions.

To position for joining we suggest following the railway line which runs NNE/SSW between Diss and Norwich. This will take you about 1 mile East of the field. Please make a call when inside 5nm from the airfield once you have the field in sight.

The frequency is not always manned. If there is no reply, please make BLIND CALLS and continue as you see fit following the PPR brief. No control instructions will be passed unless to avoid an immediate flight safety hazard. If the frequency is manned, basic airfield information may be passed. Pressure setting info is NOT available, but a local QNH can be obtained from Norwich ATIS on 128.630. Tibenham is 186ft Above Mean Sea Level.

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Trees and possible turbulence at threshold of runway 33.

## **PLEASE AVOID:**

The No Fly areas marked above. An immediate turn right when departing RWY 33 is specified in our power Flying Orders.

Habitation close to 03 threshold.

Old Buckenham ATZ - 302 degrees, 4.5nm.

Tacolneston TV Mast 627ft AGL (837ft AMSL) - 354 degrees, 4 nm.

Priory Farm (129.830) LAA strip is a grass airfield located 1 mile to the West of the Tibenham Airfield. To avoid conflict, Priory Farm traffic performs circuits to the West whilst Tibenham traffic circuits will be to the East or NE, thus creating a 'dead zone' between the two airfields.

As many visitors may not be familiar with gliding operations, the following points are provided to help you when taxiing around the airfield:

When winching operations are taking place the winch will be located at the upwind end of the active runway. When winching is in progress or about to commence a rotating beacon will be flashing on the top of the winch. The winch cables are laid out on the grass edge of the active runway.

## **Cables will cross the non active runways.**

If using an alternative runway or taxiing in, **the cables may be across your path.**

If the winch **beacon is flashing**, or the **white light on - STOP**; a live cable is very hazardous. **Do not taxi across the cables.** Seek advice from 'Tibenham Base' on 129.980 kHz if you are unsure. The safest route from an active runway is to backtrack to the glider launch point. Taxi well behind the launch cabin keeping a good lookout for other aircraft on final; gliders typically approach more steeply than powered aircraft and will be higher.

Please sign in/out in the clubhouse after parking. Fuel is available. Refuelling and parking areas are shown on the accompanying diagram. The key for the fuel store can be obtained from the Clubhouse. Refreshments are sometimes available.

If the cables are crossed when taxiing, **it is imperative that pilots are certain they have not picked up a cable before departure.** You will crash if you take-off with a cable attached to your aircraft. Visually inspect the cables after crossing them before departing. It may be necessary to make a short backtrack to facilitate this.

**We very much hope that you will enjoy your visit.**