



Norfolk Gliding Club

# Flying Orders (Power)

These Orders may be subject to change from time to time. For the latest version please check online at <http://www.norfolkglidingclub.com/>

## Index

ORDER NO.	ORDER TITLE	Next Review	Page
	Title Page		1
	Index		2
	Introduction		3
FOP-1	Paperwork & Procedures	August 2022	4
FOP-2	On the ground / Runways	August 2022	5
FOP-3	Look out for the Unexpected	August 2022	6
FOP-4	In the air / circuit patterns	August 2022	7
FOP-5	Local Airfields	August 2022	8
FOP-6	The Winch	August 2022	9
FOP-7	Tug operation	August 2022	10
FOP-8	Radio	August 2022	11
FOP-9	Fuel	August 2022	12
FOP-10	Noise abatement	August 2022	12

## Introduction:

If this is the first time you have read the flying orders at Norfolk Gliding Club then; welcome. The purposes of this document are:

To detail the rules which apply to pilots of powered aircraft operating from Tibenham Airfield.

To provide a mechanism for sharing advice with all pilots, especially those new to flying from an active gliding site.

To note that although pilots should comply with these rules we are not a licensed airfield and are therefore not permitted to issue Clearances or Instructions and all flights, therefore, are the responsibility of the pilot and at their discretion.

To ensure safe operations for you, your passengers and all the other users of our wonderful resource.

If you have any suggestions on how these Orders may be improved please let me know.

I wish you happy and safe flying

Best wishes

A handwritten signature in blue ink, appearing to read 'John Roche-Kelly', is displayed on a light grey rectangular background.

John Roche-Kelly  
Chief Flying Instructor  
Norfolk Gliding Club

## TITLE OF ORDER

**Paperwork and Procedures**

1. All pilots flying P1 in aircraft based at Tibenham must be a Full Flying member of Norfolk Gliding Club. Exception is made if the aircraft is being flown specifically to remove or return it for maintenance or if a pilot who is normally P1 is flying P2 because they are accompanied by an instructor or examiner.
2. Members must ensure their names, addresses, email addresses, and telephone numbers are kept up to date. Changes should be notified to the office.
3. By joining the NGC, members agree that they will operate within the privileges of their licence(s), as well as in accordance with this Flying Order Book - Power, the Flying Order Book - Gliding (where applicable), the Air Navigation Order and any other laws and rules in force from time to time.
4. Whilst the club has responsibility for damage to aircraft in the hangars, owners must ensure that the Club treasurer is made aware of the value of their aircraft in order that it might be included on the Club's insurance policy.
5. The hire of aircraft based at Tibenham to non-members of NGC is not permitted.
6. The use of Tibenham and the NGC facilities as a base for commercial flying operations is only permitted by special arrangement.
7. All powered aircraft flying to or from Tibenham must have valid paperwork so that the flight is legal.
8. All departures and arrivals must be logged on the sheets provided. Currently these are located next to the front door in the clubhouse along with a card payment machine. Flights may, alternatively, be logged electronically here <https://tinyurl.com/TibFlightLog> (cut and paste the link in your browser)  
Our logs are checked periodically by Border Force.
9. Visiting pilots are welcome on a PPR basis but must be fully briefed on Club operations and will be requested to pay a landing fee. The Landing Fee due is published on the notice board adjacent to the Visitors Logbook at the entrance
10. Handling training (for example for a new syndicate member) or circuit training is allowed on gliding days, by prior arrangement with the CFI, and with the knowledge of the Duty Instructor.
11. NGC has approval to use the airfield for flying training by qualified instructors using a motor glider if required.

## TITLE OF ORDER

**On the Ground and on the Runways**

1. Apart from days designated as Self-Authorising, gliding operations are overseen by a Duty Instructor who will hold a briefing meeting in the clubhouse, typically at 09:30 each day in the Briefing Room; all pilots are welcome.
2. Gliding operations are complex and pilots are advised to familiarise themselves with them. Better still, do come and fly with us, your Membership does entitle you to do so.
3. The active runway will be designated by the Duty Instructor and this may change if the wind dictates. Runway **03/21** will normally be used for glider launching with the Launch Point usually being set-up at the intersection with one of the shorter runways. Notice of the Active Runway will be posted daily in the entrance hall; please check before entering any runway for approaching traffic.
4. To achieve higher winch launches the Duty Instructor may opt to use the full length of any runway. Under these circumstances special care must be taken when crossing the winch run and communication with the Launch Point is essential.
5. Due to the complexities of gliding and in particular winching operations, departures will be from the Launch Point on the active runway and arrivals will be to the active runway. Should you wish to vary from this you are required to discuss your needs with the Duty Instructor
6. Backtracking for a take-off towards the Launch Point should not take place without prior permission from the Duty Instructor.
7. For most airfield set ups backtracking after a long landing is recommended since it avoids the need to cross the winch cables at the upwind intersection.
8. As our airfield is not equipped for night flying, this is not allowed.
9. As a courtesy to other users of the airfield please do engine run-ups and power checks so as to minimise noise and the risk of injury to bystanders, damage to aircraft, gliders, cars, caravans, trailers etc. from the slipstream.

TITLE OF ORDER     **Look out for the Unexpected**

1. Our runways are used for a variety of non-flying activities, some of which are authorised and some not. These include but are not limited to:  
  
learning to drive motor vehicles including motor-cycles,  
dog training  
falcon training,  
access to fields by agricultural vehicles,  
model aircraft flying,  
kite flying,  
police vehicle and firearm training  
runway repairs
2. Some of the people who drive on the runways do have permission. For example those farming the South and Western areas of the airfield have legal access through the airfield and whilst they have been briefed to keep to the edges they may not do so!
3. Non-aviation minded visitors (both adults and children) can be expected at the airfield at any time but particularly during school holidays. Whilst efforts are made to escort these people to and from the Launch Point there is always the risk that someone will set off and do their own thing.
4. It is the pilot's responsibility to check that the runway intended for departure or arrival is clear and that there will be no danger to the aircraft or to other airfield users.

TITLE OF ORDER **In the Air/Circuit Patterns**

1. As a general rule, glider flights do not conform to the defined circuit pattern used by powered aircraft although most will fly a circuit of some sort which will usually (but not always) be as described below. Therefore expect gliders to be above, below, to the left and the right. They can be difficult to see, especially as the majority are white in colour. Keep a good look out and never let your eyes get fixed.
2. Unless the Duty Instructor has briefed otherwise, or good airmanship dictates, all circuits should be flown as follows:  
  
RH on runways 26, 33, 03, 15  
LH on runways 08, 21
3. Many glider pilot training exercises involve highly unusual manoeuvres, abbreviated circuits, no circuit at all and / or out of wind approaches and landings. These are an essential part of glider pilot training so please be aware and give way whilst conforming to the normal or briefed circuit for the day unless good airmanship dictates otherwise.
4. Gliders 'finishing' cross country tasks (or practicing a 'finish') are likely to pass over the airfield at the very low level of just a few feet. They may pull up to carry out a circuit, or otherwise depending upon their surplus energy. Glider Flying Orders (FOG-15) dictate that radio calls be made at 10, 5 and 1 minute before arrival. Be aware that such gliders may appear as if from nowhere.
5. Many of the grass areas are routinely used for glider landings.
6. There should be no overhead joins because we regularly winch launch to 2,000 feet and occasionally to 3000 ft aal.
7. Tibenham has no dead side. Descents should be made away from the circuit pattern and with extreme caution, then always join downwind.
8. Circuits should be flown at 1000ft aal.
9. All arrivals should be on the active runway preceded by a circuit and a radio call. Do not join on long finals.

TITLE OF ORDER **Local airfields**

1. Our airfield is 186ft above mean sea level and an "advisory" QFE may be calculated by subtracting 6 millibars from the Norwich or Lakenheath QNH.
2. As at August 2021, Norwich Radar 119.35 MHz, ATIS 128.63 MHz and Lakenheath 128.9 MHz will provide their airfield data, weather and flight information services. Their use is recommended especially on non-gliding days. A listening SQUALK of **7350** can be selected on the aircraft transponder once you have set your transceiver to Norwich Radar.
3. There are frequent power movements into and out of Priory Farm which is situated within Tibenham's circuit immediately to the west of the airfield. Power flying also takes place at nearby Old Buckenham, Hardwick, Seething, Snetterton and other small strips.
4. Parachuting takes place at Beccles.
5. RAF Honington is re-activated by NOTAM.
6. Military traffic generally steers clear of Tibenham, especially on gliding days, but incursions still take place. Tibenham has no ATZ and fast moving jets (normally at low level), as well as Wattisham based helicopters, should be anticipated. Helicopters also pass to the east of the airfield en route to and from the strip at Long Stratton and the Helimed does pass to the west on the way to N&N..

TITLE OF ORDER **The Winch**

1. Most non-gliding power pilots will not be aware of how winch operation will affect them. It is strongly recommended that they make special efforts to understand how, where and when the winch operates.
2. Ours is a twin-drum winch each with 5000ft of Dynema rope on each drum. With the engine running and the drive gear engaged a roof-mounted amber light will normally flash. This indicates that a launch is taking place, or that cables are being wound in. **You must not take off or land during this time.**
3. The cables are wound back on to the winch drum once the glider has been released. They are difficult to see and the process takes several seconds during which time the amber light will continue to flash. Any planned departure or arrival should be held.
4. During winching operations the tow out vehicle could be returning cables to the Launch Point. This vehicle normally displays a flashing beacon or "four ways flashers" and will be pulling cables behind it.
5. Be aware of the hazards of a failed winch launch. Whilst the glider may have come to a halt the cable may still be on the runway or grass and will need to be cleared before the runways can be used. It is not always obvious where winch cables are. They may not be between the Launch Point and the winch, particularly if one has broken and drifted downwind; it could be almost anywhere, tangled and coiled waiting to be caught by a propeller, undercarriage, skid etc. Furthermore, simulated or real launch failures may result in cables in unusual positions as well as gliders performing unusual manoeuvres to land anywhere on the airfield, not necessarily into wind.
6. It is strongly recommended that pilots do not taxi across the winch cables under power. Any decision to do so must be at the pilot's risk and the Club cannot take any responsibility in the event for damage to the aircraft.
7. During winch operations, a longer "out of wind" runway may be in use to give the potential for higher launches.

TITLE OF ORDER **Tug Operations**

1. Beware! Launching by tug does not require an instructor to be in charge of the airfield.
2. The tug may operate without an obvious Launch Point Cabin; do not assume that the absence of a Cabin indicates that there is no gliding taking place.
3. Our tug does not complete large or conventional power circuits but tends to be low and tight. Check carefully inside your circuit and monitor your radio for the tug. The call sign is G-ONGC or, often, G-GC. See FOP-8 (4)
4. The tug does **not** fly opposing, or so called mirror, circuits.
5. The tug will be towing in excess of 150ft of rope with steel rings at the end. Give way to them and leave them plenty of room!

TITLE OF ORDER **Radio:**

1. Radio operators at Tibenham are unlikely to have been formally trained. They are unable to give take-off, landing or any other clearances, nor may they issue instructions or QFE information. However, they may pass information relating to the runway and circuit in use. Any responses from the ground or other aircraft must be considered as advice only and treated with caution.
2. Tibenham's radio frequency for general use by both Power and Glider pilots is 129.980 MHz.
3. Even on Club days this frequency is not necessarily manned and power pilots should call with at least five miles to run followed by "downwind", "base leg" and "final". Where there is no response, blind radio calls are advisable and non-radio approaches by others should be assumed.
4. Please be aware that the frequency 129.980 MHz is not unique to us, therefore include the word "Tibenham" in all calls.
5. The radio in the tug will normally be set to 129.980 MHz. This also applies to all gliders and the motorglider when flying locally.
6. Please consider the fitting of Flarm in your aircraft. All Club aircraft and the majority of private gliders at NGC are so fitted; this device hugely increases conspicuity and awareness. Gliders do not carry SkyDemon compatible devices or ADSB out.
7. Some gliders and other aircraft are not fitted with radios and many of the other smaller powered aircraft will make little, if any, use of the radio. Excellent lookout in the circuit remains vital.

Order Number

FOP-9

TITLE OF ORDER **Fuel:**

The club operates an honour system for the supply of fuel. Pilots on refuelling their aircraft shall enter the amount taken on the log sheet provided. These entries are then used to charge members' accounts for the fuel taken.

Order Number

FOP-10

TITLE OF ORDER **Noise Abatement:**

1. Runway **15/33** (The Church runway) should only be used when the Main runway crosswind component is too high. When using runway **33**, pilots should make an early right-hand turnout just after crossing the **03/21** intersection to avoid over-flying the village and Hill Farm.
2. Please try to avoid flying over Channonz Hall which is situated near the wood south of runway **08/26**
3. Aerobatics are not allowed within 10 NM of the airfield without the prior permission of the CFI or his deputy.
4. Other than the case above pilots must maintain departure heading until at least 500ft AGL before commencing any directional change.