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FLYING ORDER BOOK POWER

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NORFOLK GLIDING CLUB
FLYING ORDER BOOK – POWER

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1 Introduction:

The purpose of this document is:

- 1.1 To detail the rules which apply to power pilots operating from Norfolk Gliding Club (NGC) at Tibenham Airfield.
- 1.2 To provide a mechanism for passing advice to new power pilots, especially those who have little experience of flying from a gliding site.
- 1.3 Although pilots should comply with the rules, we are unable to issue instructions or clearances and flights are the responsibility of the pilots and at their discretion.

2 Paperwork and Procedures:

- 2.1 All pilots flying P1 in powered aircraft based at Tibenham must be either Full Flying Power members or Full Flying Gliding members of Norfolk Gliding Club.
- 2.2 Members must complete and sign new membership forms each year and ensure their names, addresses and telephone numbers are kept up to.
- 2.3 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.
- 2.4 Whilst the club cannot accept responsibility for damage to aircraft in the hangars, syndicates 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.
- 2.5 The hire of aircraft based at Tibenham to non-members of NGC is not permitted.
- 2.6 The use of Tibenham and the NGC facilities as a base for commercial flying operations is only permitted by special arrangement.
- 2.7 All powered aircraft flying to or from Tibenham must have a valid Certificate of Airworthiness, valid Airworthiness Review Certificate, valid certificate of insurance, any other documentation required and meet any other requirements so that the flight is legal.

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- 2.8 All departures, as well as arrivals from other airfields, should be logged on the sheets provided. Currently these are located next to the payphone in the clubhouse. Our logs are checked periodically by Customs and Excise.
- 2.9 Visiting pilots are welcome on a PPR basis but must be fully briefed on club rules and will be requested to make a donation to club funds.
- 2.10 Handling training (for example for a new syndicate member) is allowed on non-gliding days, by prior arrangement with the CFI. Circuit and other training is not permitted.
- 2.11 NGC has approval to use the airfield for flying training by qualified instructors using a motor glider if required.

3 On the Ground/Runways:

- 3.1 Apart from days designated as Self Authorising, gliding operations are controlled by the Duty Instructor who will hold a briefing meeting in the clubhouse typically at about 09:30 each day. Topics discussed may include: weather, local NOTAM information, active runway, circuit direction, special considerations and any other matters.
- 3.2 Gliding operations are complex. The airfield set-up may differ day by day even on days with similar weather conditions. It is the responsibility of each P1 power pilot intending to fly to attend this briefing or to obtain an individual briefing from the Duty Instructor before flying. Power pilots remain responsible for ensuring they have current NOTAM, weather and any other information required for their flight.
- 3.3 The active runway will be designated by the Duty Instructor based on wind speed and direction and type of operation (aerotow or winch). The Duty Instructor is responsible for changing the active runway if requirements dictate.
- 3.4 Unless the wind direction and speed dictate otherwise 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.
- 3.5 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.
- 3.6 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.

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- 3.7 It is the pilot's responsibility to fly the aircraft within limits and this may not be possible from the active runway. In addition some aircraft fitted with tail skids are best launched from grassed areas. Therefore, exceptionally and with the agreement of the Duty Instructor, departures and / or arrivals may be carefully managed from / to other areas with the responsibility for the flight remaining with the power pilot. Regrettably if there are occasions when this is not possible or desirable, then the departure and / or arrival must not take place.
- 3.8 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.
- 3.9 Backtracking for take-off towards the Launch Point should not take place without prior permission from the Duty Instructor.
- 3.10 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.
- 3.11 As our airfield is not equipped for night flying, this is not allowed.
- 3.12 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.

4 Look out for the unexpected:

- 4.1 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.
- 4.2 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!

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- 4.3 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.
- 4.4 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.

5 In the Air/Circuit Patterns:

- 5.1 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.
- 5.2 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.
- 5.3 Always give way to gliders, even if you think they are in the wrong.
- 5.4 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
- 5.5 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.
- 5.6 Gliders 'finishing' cross country tasks (or practicing a 'finish') are likely to pass over the airfield at a very low level of just a few feet. They may pull up to carry out a circuit, or otherwise depending upon their surplus energy. Be aware that such gliders may appear as if from nowhere and give way to them.
- 5.7 The windsock cannot necessarily be used to indicate the active runway and appropriate circuit.
- 5.8 Many of the grass areas are routinely used for glider landings. Power pilots should avoid landing on the grass or obtain permission to do so from the Duty Instructor.
- 5.9 There should be no overhead joins because we regularly winch launch to 2,000 feet and occasionally to 3000 ft agl.

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- 5.10 Tibenham has no dead side. Descents should be made away from the circuit pattern and with extreme caution, then always join downwind.
- 5.11 Circuits should be flown at 1000ft agl.
- 5.12 All arrivals should be on the active runway preceded by a circuit. Do not join on long finals.

6 Local airfields:

- 6.1 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.
- 6.2 Norwich 119.35, Volmet 128.62 and Lakenheath 128.9 will provide their airfield data, weather and flight information services. Their use is recommended especially on non-gliding days.
- 6.3 There are frequent power movements into and out of Priory Farm which is situated in 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.
- 6.4 Parachuting takes place at Beccles. RAF Honington is re-activated by NOTAM.
- 6.5 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.

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7 The Winch:

- 7.1 Most non gliding power pilots will not be aware of how winch operations will affect them. It is strongly recommended that they make special efforts to understand how, where and when the winch operates.
- 7.2 Ours is a twin-drum winch each with 5000ft of steel cable. 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.
- 7.3 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.
- 7.4 During winching operations the tow out vehicle could be returning cables to the Launch Point. This vehicle normally displays a flashing light and will be pulling cables behind it.
- 7.5 Be aware of the hazards of a failed winch launch. Whilst the glider may have come to a halt cable could still be on the runways or grass and will need to be cleared before the runways can be used.
- 7.6 It is not always obvious where winch cables are laying. They may not be between the Launch Point and the winch, particularly if they have broken and drifted downwind when they 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.
- 7.7 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 of damage to the aircraft.
- 7.8 During winch operations, a longer "out of wind" runway may be in use to give the potential for higher launches.

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8 Tug operations:

- 8.1 Our tugs do not complete large or conventional power circuits but tend to be low and tight.
- 8.2 They are also towing 150ft of rope with steel rings at the end. Give way to them and leave them plenty of room!

9 Radio:

- 9.1 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.
- 9.2 Tibenham's radio frequency for general use by both Power and Glider pilots is 129.975.
- 9.3 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".
- 9.4 Where there is no response, blind radio calls are advisable and non-radio approaches should be assumed.
- 9.5 Please be aware that the frequency 129.975 is not unique to us so please include the word "Tibenham" in all calls. It should also be noted that 130.1 is used nationally for gliders activities.
- 9.6 The radio in the tug(s) will normally be set to 129.975.
- 9.7 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.

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10 Fuel:

10.1 The club operates an honour system for the supply of fuel in that pilots will refuel their aircraft and enter the amount taken on the log sheet provided. These entries are then used to charge members' accounts for the fuel taken.

11 Noise abatement:

11.1 The Church runway (15/33) 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.

11.2 Please try to avoid flying over Channonz Hall which is situated near the wood south of runway 08/26

11.3 Aerobatics are not allowed within 10 NM of the airfield without the prior permission of the CFI or his deputy.

11.4 Pilots must maintain departure direction until at least 500ft AGL before commencing any directional change.