

SHALBOURNE SOARING SOCIETY

**ADVICE & GUIDANCE TO VISITING
PILOTS**

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ADVICE and GUIDANCE TO VISITING PILOTS

1 Background to the Club and its Operations

Shalbourne Soaring Society operates from:

Rivar Hill Airfield,
Henley,
MARLBOROUGH,
Wiltshire,
SN8 3RJ.

There is a telephone in the Club House, which may not always be attended and a mobile phone in the launch control caravan during flying operations.

Club House: 01264 731204
Launch Point: 07884 220573

The airfield is located at 51° 20' 40" N 1° 32' 30" W; atop a ridge roughly five miles south of Hungerford. The single blister hangar at the top of the ridge stands out well on sunny days, although may be obscured by trees when viewed from the North. A field view can be seen on Multimap of Flash Earth, etc.

Accident & emergency procedures:

The club has published procedures which can be found in a clearly marked folder in the Club House.

Policy on medicals, logbooks, visitor briefings, site briefings, familiarisation flights and currency/refresher flights:

Visiting pilots are required to produce current medical certification and an up-to-date log book to the Duty Instructor. All pilots visiting Rivar Airfield for the first time are required to have a site familiarization flight with a club instructor. The club has a graduated policy on currency depending upon qualifications, experience and currency; all visitors are required to comply with this policy.

Morning briefings:

The structure of morning briefings varies depending upon pilot ability, tasks, NOTAMS and weather conditions. All visiting pilots must be briefed by a local instructor before flying solo.

Availability of self briefing tools – NOTAMS and MET – wireless internet codes etc

NOTAMS and met briefings are posted in the launch control caravan. The ground radio has a VOLMET channel.

Daily pre-flight authorization:

All pilots must append their name to the flying list together with their intended task or detail and must not fly before being signed off by the Duty Instructor.

Radio; local frequencies and their use:

Local airspace is controlled by Boscombe Down ATC on 126.70 MHz. The utility frequency 129.90 MHz is monitored at the launch point. A suitably qualified operator may not be on watch at all times.

Use of club vehicles and equipment:

Club vehicles may only be driven by club members who hold a full driving licence and are trained in the correct and safe operation of the specific vehicle. Winches may only be driven by qualified winch drivers who are current on club winches.

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2 Airfield

Brief description of Runs:

Takeoff and landing is either N > S or S > N depending on wind conditions. Launching is exclusively by winch wire and special care must be taken to avoid cables falling from launching aircraft. The field slopes 100 feet from N > S and landing in light southerly winds may result in exceptionally long ground runs. As with all ridge sites landing pilots should expect to encounter exceptional sink and turbulence when landing in any direction.

Public rights-of-way:

There is a bridleway on the West side of the airfield which runs the length of the airfield. Flying is suspended when it is in use.

Areas to be avoided on the airfield and during take-off and landing:

There is a steep slope on the extreme East side of the airfield leading down to a parking area for agricultural vehicles and equipment.

Nearby airfields or other conflicts:

Although the airfield is clearly marked as a winch launching site, a careful lookout is required for local GA and military flights from nearby Thruxton, Boscombe Down and Middle Wallop aerodromes. Pilots should also be aware of periodic use of R41 airway by commercial air traffic in to the East. There are also numerous wire launching microlight sites to the North.

Any specific use of particular radio frequencies:

The utility frequency 129.90 MHz is monitored at the launch point. A suitably qualified operator may not be on watch at all times.

Other, non-gliding, airfield users:

Keep a good lookout for farm workers driving vehicles onto the airfield who do not always announce their presence.

3 Trailers & Rigging

Rigging areas, parking areas for cars, trailers and overnight gliders:

Rigging areas are provided close to the wind sock at the North West and in a special area at the extreme South East.

Cars should be parked on the West side of the airfield, to the South of the hangar. Cars are parked at the owner's risk.

Gliders left rigged overnight must be properly secured.

Tow-out and return routes to the various launch-points:

Cable runs may be located anywhere along the length of the airfield. Always seek advice before proceeding in any direction.

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4 Launching & Landing

Wire launching is controlled from the launch point caravan by a system of flashing lights in line with BGA recommended practices. The size of the airfield offers many sensible solutions to launch failure. Care should be taken when landing on more extreme slopes to the East. Landings are normally carried out in the direction of the main N > S runway. Care should be taken to avoid conflict with circuit traffic when attempting landings from other directions. Taxying off is not necessary, nor is it permitted.

The club is located in an area of outstanding natural beauty, care should be taken to avoid over flying local dwellings and villages. **Powered aircraft are not permitted to take off from the site.**

Both left and right hand circuits are flown, so an exceptionally good lookout is required.

Vehicles and aircraft must avoid crossing cables on the ground if at all possible. If it is unavoidable, then it should be done with great care and in view of either the launch point controller, or the winch driver.

The duty instructor will have sole discretion as to which pilots may require check flights on any particular day.

5 Local Area Maps and Photographs

Large scale maps and aerial photographs of the local area may be found in the control caravan and bus/café. These should be consulted with the assistance of an instructor to explain local features and procedures.

Launch points are located at any corner of the airfield to take maximum advantage of wind conditions. Particular care must be taken to lay off in easterly winds where there is a danger of the cable being dropped over a public road.

6 Airspace

All visiting pilots are required to be in possession of an up to date ICAO air map and to be familiar with the contents of the day's NOTAMs. The Duty instructor will require a briefing to this effect.

7 Soaring

Advice on local soaring opportunities will be given on the day.

'No-go' fields:

Pilots must avoid landing in the undershoot field at the top of the ridge (hostile farmer). Rather choose one of the large fields at the bottom of the ridge.

8 Club Aircraft

Visiting pilots will be allowed to fly solo in club aircraft only when they display a good standard of airmanship, behaviour which is appropriate to the site and conditions, and a good grasp of local navigation.

9 Friends & Families

Inexperienced visitors must be thoroughly briefed by an instructor, or member of the duty team to ensure that they behave in a sensible way and understand and avoid any hazards on the airfield.