



Instructions for visitors

To help you enjoy your visit, please follow these simple instructions and read the safety notes. There is a map overleaf to help you.

1. When you enter the airfield via the Main Gate, stop and look right. You may see either a red chequered caravan, or a winch. If you see neither then go to step four.
2. If you see the caravan, turn right and drive down the right-hand side of the airfield keeping close to the road. Park your car in the area marked on the map and ask for the Duty Pilot. If the caravan is on the opposite side of the field **DO NOT CROSS** - wait for someone to come and escort you.
3. If you see the winch, turn right and drive down the right-hand side of the airfield. Park your car in the area marked on the map. Flash your headlamps, or wave to attract attention but **STAY CLOSE TO YOUR CAR**, a club member will come over and give you further instructions. This may take a few minutes if a glider is being launched.
4. If you see neither the winch nor the caravan, turn left at the gate and proceed up the hill keeping to the left of the field. The hangar and clubhouse will be found at the top of the hill. When you get there, ask for the Duty Pilot.

If you are in any doubt please call the airfield mobile 'phone 07884 220573

Safety Notes:

- > Depending on wind, the direction of takeoff and landing may be from the top (North), or bottom (South) end of the airfield.
- > Gliders are launched using a steel cable nearly a mile long. When the glider reaches the top of the launch, it drops the cable. As the cable falls to earth it can drift to either side. The moving cable is dangerous, so we ask you to keep well clear of it.
- > Please do not cross the field at any time unescorted. Even when nothing appears to be going on, a launch can start at any time without warning.
- > If you see a glider landing please stop until it has come to rest.
- > Please be aware that even when the airfield is deserted it is always technically active and aircraft can land from any direction, silently and without warning. **SO, KEEP A GOOD LOOKOUT.**

LAUNCH POINT ORGANISATION

When you arrive at the launch point, ask for the Duty Pilot. He or she will ensure that you are properly looked after and will make the necessary arrangements for you to fly.

Whilst you are waiting your turn you may be interested to know how the launch point is organised. Three people are required to launch a glider. One to run the wing tip, one to attach the cable and one on the log to signal to the winch (O.K. so it's five if you include the pilot and winch driver. Just testing).

The tip runner holds the wing tip level until the glider is going fast enough for the pilot to control the wing with the stick. In cross winds it is helpful if the "into" wind wing is held slightly low.

The cable 'attacher' (Launch Marshal) is responsible for controlling the launch, from the time the pilot accepts the cable until the glider is in the air. Once both cables have been used a retrieve vehicle drives to the winch to pull out the cables ready for the next launch.

Gliders can land at any time and without warning, so it is important that everyone remains vigilant, particularly when launching is taking place.

... AND FOR YOUR COMFORT

The airfield at Shalbourne is like most airfields. It has its own weather system that defies the best attempts of the weather forecaster to predict. Wind strength in towns is always multiplied by three. The type of clothing you may need on the field depends on the day, it is wise to bring warm and waterproof clothing even on warm looking days. Always pack a pair of wellies. In the summer bring sunglasses and a hat of some sorts. Watch out for sunburn and stinging insects especially when the horseflies are about. Food is usually available at weekends and for gliding courses but you are on your own on any other days. Bring something hot to drink in winter and plenty of cool fluids in summer.

