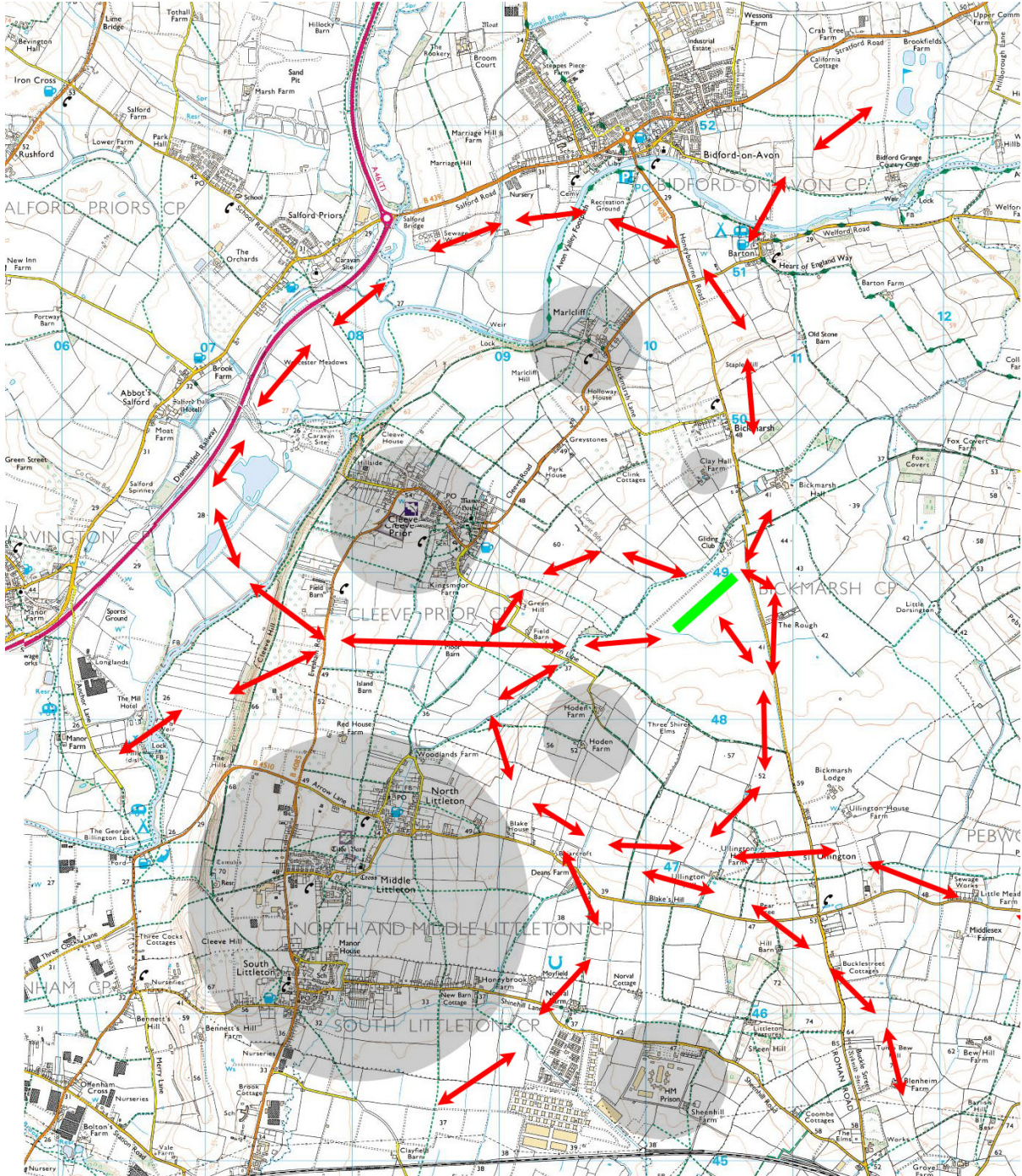


Bidford Gliding & Flying Club

Bidford Airfield Power Pilot's Notes

Powered Aircraft Inbound and Outbound Routes



Avoid overflying the grey areas as they are noise sensitive.

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OVERVIEW

It should be remembered that Bidford is a **joint gliding and powered flying** site, and that when conditions are favourable, the great majority of aircraft movements will be gliders, or glider-tug combinations. Accordingly, great care must be exercised by visiting aircraft, particularly with respect to keeping a constant lookout, and consideration of how the arrival/circuit/departure will be flown. **Powered aircraft must ALWAYS give way to gliders.** Additionally, tug aircraft may often land in the opposite direction to all other aircraft. Powered pilots should remain vigilant, and be prepared at any point to discontinue the approach should a glider be seen in the circuit.

- If, when approaching the airfield, a glider is in the circuit to land, powered aircraft should remain clear until it is safe to join the circuit. Remember that the glider will be flying much slower than the powered aircraft
- If a glider and tug combination are lined up at the launch point preparing for take-off, powered aircraft should remain clear of the circuit until after the combination has launched.

Power pilots should understand that gliders will fly different circuits to powered aircraft, and are committed to landing from the approach - with little or no margin to take late evasive action. Additionally, the tug aircraft may fly a different circuit again - often landing downwind - in order to maximise the efficiency of the gliding operations for the day.

Use of Radio

All pilots must use the airfield gliding frequency 118.685 MHz, even when gliding is not in progress. If no reply is received, pilots should continue to make "blind" calls in the circuit i.e. "Take-off", "Downwind" and if time permits, "Finals". Calls should be prefaced and followed with the word "Bidford" e.g. "Bidford traffic, G-AC left downwind for 24, Bidford".

Please Note: 118.685 is a general gliding frequency, and is used by many clubs. If the launch point radio is in use (i.e. gliding is active), it may be manned by low experience pilots, and pilots should be aware that formal traffic information and clearances cannot be provided. **The onus remains with the Pilot in Command to ensure that separation with other aircraft is achieved.** Continue to make standard calls/broadcasts in the circuit as airmanship dictates.

Planning

The field is strictly PPR Telephone **01789 778807** or email office@bgfc.uk

NOTE: The airfield can become water-logged after periods of rain. You will be advised of the current runway state when you call.

Fuel

Fuel is available. It is provided by the airfield owner, not the club. Payment is by cash or cheque. Please ask for assistance if you require fuel.

Arrival and Landing Procedures

Do not arrive or depart from Bidford Airfield without being fully familiar with the following procedures, which should be read in conjunction with the attached map.

- Do not overfly (grey) marked areas below 2,000 ft on arrival or departure.
- Fly the circuit to avoid overflying all habitation when below 1,000 feet.

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- With the exception of tugs and gliders, all circuits are to the SOUTH
- NEVER overfly the launch line of gliders.
- There are no runway edge markers - as far as is practical, it is recommended that aircraft land on the SOUTH side of the airfield (the smoothest part).
- Landing gliders will often roll to a stop a considerable distance in from the runway ends - if insufficient room remains for a safe landing (or takeoff), powered aircraft may have to hold until the glider is towed clear of the runway.

Landing Runway 24

- The circuit for runway 24 is left hand to the south of the airfield.
- After landing on runway 24, **you must turn left** (to back-track the runway) as a turn to the right might be into the path of a landing glider. Continue taxiing back along the very southern edge of airstrip, keeping as close to the adjacent field as is practical, until reaching the end of the runway (threshold 24). When it is clear, taxi close to the road until well clear of the approach before turning for the fuel pump and parking area. Beware that the landing area to the North may be waterlogged and unusable during wet winter months.

Landing Runway 06

- The circuit for runway 06 is RIGHT hand (south of the airfield). Avoid over-flying the area surrounding the farmhouses on base leg, which are just to the south-west of the 06 threshold.
- If possible, it is recommended to fly through the extended centre-line and then turn right to approach the runway on a track 20 to 25 degrees offset to the NORTH (see diagram). This ensures that your approach avoids over-flying the area of the farmhouses mentioned above.
- If for safety reasons compliance with the above procedures is not possible, a report must be made to the office.
- After landing on runway 06, continue taxiing close to the southern edge of the airstrip until reaching the end of the runway (threshold 24). When it is clear, taxi close to the road until well clear of the RWY 24 approach before turning for the fuel pump and parking area. Be aware that the landing area to the North may be waterlogged and unusable during wet winter months.

Takeoff and Departure Procedures

Take Off Runway 24

Taxi towards the northeast corner holding point of the airfield, next to the airfield entrance. Be aware that the pedestrian route to the glider launch point follows roughly the same path, so keep a good lookout throughout. Power and pre take-off checks should be done with this in mind, and (ideally) to the east of the fuel pump. When the approach is clear, AND you are ready for an immediate departure, taxi across to the glider launch point.

A 360 degree clearing turn is mandatory before rolling if you cannot see through 360 degrees from the holding point. Remember; a glider cannot go-around, and a tug could be landing from the opposite direction. Only depart after you have ensured that doing so will not bring you into conflict with other traffic. Receipt of an all clear signal from the launch point (if it is manned) still does not absolve you of this responsibility.

NOTE: If a glider has its wings level, a launch is in progress.

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Recommended Departure Routing Runway 24

- When safely airborne, turn right 20 to 25 degrees, preferably before the threshold of runway 06. Maintain this heading until the farmhouse marked on the departure/arrival chart is at your 8 o'clock position.

Then EITHER:

- 1) Make a climbing left turn to pass between the marked houses and North Littleton. OR
 - 2) Maintain heading to leave the line of white houses on the western edge of Cleeve Prior on your right, before turning at the river.
- Alternatively, very high performance aircraft, after getting airborne and if safe to do so, may make an early crosswind turn to the left BEFORE the RWY 06 threshold. (i.e. departing over the field directly to the south of the airstrip).

Takeoff Runway 06

It is recommended that power and pre-take-off checks are made in the area adjacent to the windsock in the Northeastern corner of the airfield (as for a departure from RWY 24). This avoids cluttering up the 06 threshold at the narrow end of the field. Taxi down to the launch point using the North side of the field, keeping a good lookout for pedestrians and landing aircraft. Past the next windsock there is a marked downslope to the southwest, and it is more difficult to see activity toward the RWY24 threshold end. If in doubt, stop and wait. Do not taxi past the southwest windsock until you are ready to depart and all appears clear.

As with RWY24, a 360 degree clearing turn is mandatory before rolling if you cannot see through 360 degrees from the holding point.

Once again - a glider cannot go-around, and a tug could be landing from the opposite direction. Only depart after you have ensured that doing so will not bring you into conflict with other traffic, (irrespective of whether you are in receipt of an all clear signal from the launch point).

NOTE: If a glider has its wings level, a launch is in progress.

Departure Routing Runway 06

- Straight ahead climb-outs are to be avoided. Having passed the road and the power lines and when at a safe height, a turn to the left or right should be made to avoid the Dorsington Village area. (Not shown on map).